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JAN 22 P 4:25

1 BEFORE THE ARIZONA POWER PLANT AND
2 TRANSMISSION LINE SITING COMMITTEE3
4 AZ CORP COMMISSION
5 DOCUMENT CONTROL6 IN THE MATTER OF THE APPLICATION OF
7 ARIZONA PUBLIC SERVICE COMPANY IN
8 CONFORMANCE WITH THE REQUIREMENTS
9 OF ARIZONA REVISED STATUTES SECTION
10 40-360, ET SEQ., FOR A CERTIFICATE OF
11 ENVIRONMENTAL COMPATIBILITY
12 AUTHORIZING THE NORTH VALLEY 230KV
13 FACILITY PROJECT, CASE NO. 120
14 INCLUDING THE CONSTRUCTION OF
15 APPROXIMATELY 31 MILES OF 230KV
16 TRANSMISSION LINES, TWO 230KV
17 SUBSTATIONS, AND THREE SUBSTATION
18 INTERCONNECTIONS IN MARICOPA
19 COUNTY, ARIZONA, ORIGINATING AT THE
20 WESTWING SUBSTATION IN SECTION 12,
21 TOWNSHIP 4 NORTH, RANGE 1 WEST,
22 G&SRB&M AND INTERCONNECTING AT
23 THE RACEWAY SUBSTATION IN SECTIONS
24 4 AND 5, TOWNSHIP 5 NORTH, RANGE 1
25 EAST, G&SRB&M, CONTINUING TO THE
26 PROPOSED AVERY SUBSTATION IN
SECTION 15, TOWNSHIP 5 NORTH, RANGE 2
EAST, G&SRB&M AND THE PROPOSED
MISTY WILLOW SUBSTATION IN SECTION
8, TOWNSHIP 4 NORTH, RANGE 3 EAST,
G&SRB&M, AND TERMINATING AT THE
PINNACLE PEAK SUBSTATION IN SECTION
10, TOWNSHIP 4 NORTH, RANGE 4 EAST,
G&SRB&M.

Docket No. L-00000D-02-0120

CASE NO. 120

NOTICE OF FILING
SUPPLEMENTAL EXHIBITSArizona Corporation Commission
DOCKETED

JAN 22 2003

DOCKETED BY	
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Applicant Arizona Public Service Company ("APS") hereby submits the attached
supplemental exhibits in connection with the January 29, 2003, hearing in the above-
captioned proceeding:

1 Tab 1 Arizona State Land Department Letter;
2 Tab 2 Proposed 35th Avenue Access (Source: City of Phoenix);
3 Tab 3 Archaeological Monitoring Plan;
4 Tab 4 Raptor Protection Plan;
5 Tab 5 Simulations; and
6 Tab 6 Work Papers

7
8 DATED this 22nd day of January, 2003.
9

10 SNELL & WILMER L.L.P.

11 By: Sam Coulter
12 Jeffrey B. Guldner
13 Lisa Coulter
14 Faraz Sanei
15 One Arizona Center
16 400 E. Van Buren
17 Phoenix, AZ 85004-2202
18 Attorneys for Arizona Public Service Company
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1 **ORIGINAL and 32 COPIES**
2 OF THE FOREGOING
3 filed this 22nd day of January,
4 2003 with:

5 Docket Control
6 Arizona Corporation Commission
7 1200 W. Washington St.
8 Phoenix, AZ 85007

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Snell & Wilmer
L.P.
Law OFFICES
One Arizona Center, 400 E. Van Buren
Phoenix, Arizona 85004-2202
(602) 382-6000

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- TAB 3 ARCHAEOLOGICAL MONITORING PLAN
- TAB 4 RAPTOR PROTECTION PLAN
- TAB 5 SIMULATIONS
- TAB 6 WORK PAPERS

1

Janet Napolitano
Governor

Mark Winkleman
State Land
Commissioner

Arizona
State Land Department



1616 West Adams Street Phoenix, AZ 85007 www.land.state.az.us

January 8, 2003

James Dugan
Arizona Public Service
Mail Station 3016
P. O. Box 53933
Phoenix, AZ 85021

Re: NE Area Transmission Corridor

Dear Jim,

We appreciate your efforts to keep us informed on the status of the 230 KV corridor that follows the Dove Mountain Rd. alignment generally west of I-17. This final alignment represents a sustained effort that began in the late 90's. We understand that the Corporation Commission may be seeking to move the accepted alignment either north or south of the Dove Mountain Rd. alignment in order to create a scenic corridor by enhancing the view sheds along the alignment. While this new alignment may have benefits to the driving public it will not result in enhancing the value of the contiguous State Trust Land. As you know, the Land Department has a fiduciary responsibility to maximize the value of Trust Lands and protect the long term interest of these lands.

Moving the transmission corridor becomes problematic for several reasons. First there is no appraisal information which would suggest that an alignment bisecting properties north and or south of the Road alignment would increase the value of the land being split. Secondly, such a shift would result in bisecting other Trust lands compromising the development utility of the site by creating linear trust land strips along the arterial corridor. While the City zoning ordinance may permit the transfer of residential out of the this corridor it is unlikely that the Trust would be able to accept the transfer onto the remaining receiving property. Depending upon the number of units under consideration for transfer it is probable that the product type would be altered by the resulting higher net densities resulting from the density transfer altering future residential markets. Maintaining the alignment along a major arterial will permit the planning and development of larger blocks of Trust lands. Finally, by policy the Department sites major transmission corridors along section lines and major arterial roadways. Because ownership normally follows section lines, this policy allows the burden to be shared by other property owners.

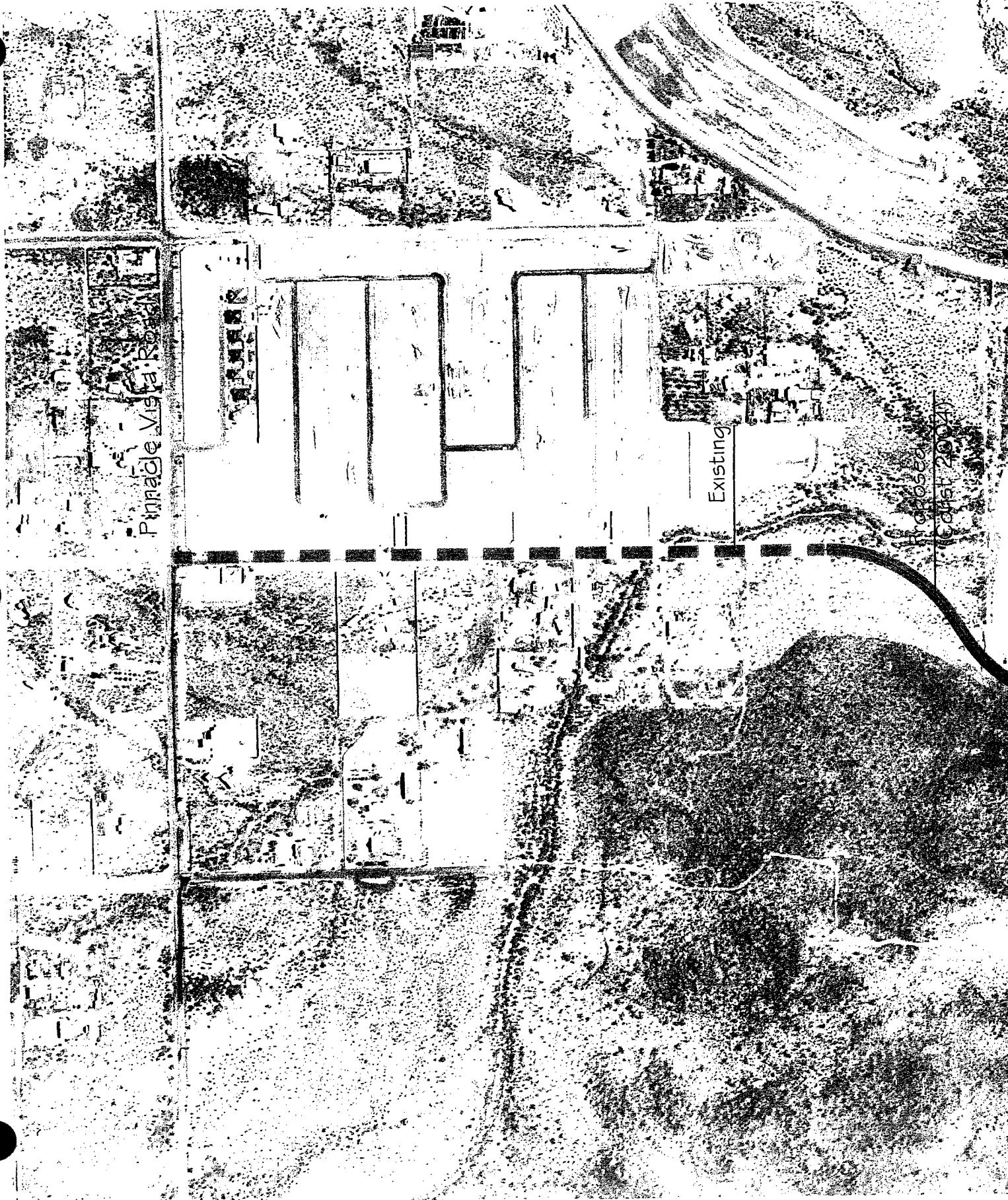
Thank you for your consideration of this matter. As you know the easements for this facility must be obtained through the Department and prior to issuing the required easements, the Department will require the easements to be sited within an alignment that addresses our fiduciary interest to the Land Trust.

Sincerely



Linda R. Beals, Manager
Right of Way Section

2





3

APS NORTH VALLEY 230kV TRANSMISSION LINE ARCHAEOLOGICAL MONITORING

INTRODUCTION

Cultural resources are historic or prehistoric sites, buildings, structures, districts, and objects that reflect our shared cultural heritage. It is important to protect these non-renewable resources because they provide us with scientific information concerning the past and they represent educational opportunities for future generations to learn about the past.

Title 41 Chapter 843 of the Arizona Revised Statutes states that no person, institution or corporation shall deface or otherwise alter any site or object without a permit from the director of the Arizona State Museum. Violation of this law will result in a class 2 misdemeanor and violator shall forfeit to the Arizona State Museum all articles and material discovered, collected, excavated or offered for sale or exchange, together with all photographs and records relating to such objects. Title 41 Chapters 844 and 865 of the Arizona Revised Statutes also protect human remains and associated funerary objects discovered on both state and private land. A person who intentionally possesses, sells or transfers any human remains or funerary objects that are excavated or removed in violation of this law is guilty of a class 5 felony.

In 2002, archaeologists surveyed the North Valley 230kV transmission line right-of-way. During their study, archaeologists identified six areas of archaeological sensitivity. These areas represent important cultural resources. In order to protect these areas during construction, an archaeological monitoring program has been developed and will be implemented for this project.

The areas of environmental sensitivity will be visibly marked in the field with orange lathing, string, flagging tape, and "Do Not Disturb" signs. All construction-related activities within these areas will be prohibited. Work in areas immediately adjacent to these archaeologically sensitive areas (i.e. within 500 meters), will be monitored by an archaeologist. The monitoring archaeologist will be on site at least one day each week, depending on the location of the construction work.

Should artifacts be encountered during construction, workers should follow these steps:

- Leave any artifacts that are observed in place. Do not move or disturb.
- If possible flag or similarly mark the location of the find.
- Report the find to the archaeological monitor (see contact information below).
- If more than 5 artifacts are found in one location, work should cease in that area until the archaeological monitor can arrive to evaluate the materials.
- Any bone that is discovered should be left in place, work should cease in the area, and an archaeologist should be contacted immediately. Buried human remains are protected by law whether on private or state land.

All construction personnel should obtain a hard-hat sticker from the archaeological monitor after they have received training on the proper treatment of cultural resources for this project. If the archaeological monitor observes any worker without a training sticker they will be asked to stop

work while a supervisor is contacted. If it is found that the construction personnel has not received the training, the archaeological monitor will need to provide the training before they are allowed to continue work.

Contact Information:

Kris Dobschuetz
Cultural Resource Manager
Environmental Planning Group
4350 E. Camelback Road, Suite G200
Phoenix, Arizona 85018
Office: (602) 956-4370
Mobile: (602) 463-5843

4

APS Wildlife Protection Program



How you can help

- Call APS to report incidents on APS lines or substations
- Notify APS if you see any animal regularly using an APS power pole or substation in your neighborhood. One of our trained linemen will determine what actions, if any, should be taken.

Metro Phoenix area:
(602) 371-7171

Other areas:
(800) 253-9405

APS is committed to providing you with safe, reliable electric service and helping maintain a healthy environment. Part of that commitment is our protection of wildlife throughout the Southwest.

The Southwestern landscape, with its diverse ecosystem and vast open spaces, would not be complete without its raptors, such as majestic hawks and soaring eagles.

Raptors include eagles, hawks, falcons and owls, as well as carrion-eating vultures and condors. These birds maintain ecological balance and are sensitive indicators of the health of the environment.

As part of the APS Service Commitment, we're available 7 days a week, 24 hours a day.

Metro Phoenix area:
(602) 371-7171

Other areas:
(800) 253-9405

www.aps.com



THE POWER TO MAKE IT HAPPEN™

00062364 901



THE POWER TO MAKE IT HAPPEN™

The APS Wildlife Protection Program

This program is designed to minimize the danger of energized lines for birds and a variety of mammals. Raptors are drawn to power poles because poles offer a high place to perch, roost, nest, hunt and provide shade. However, their large wing spans make raptors vulnerable to injury from power lines. By insulating electrical equipment on poles, APS also increases safety for cats, raccoons and other wildlife.

These efforts also improve reliability for our customers.

To protect wildlife, APS modifies its pole-mounted equipment in specific areas as needed:

- Special perches are fixed on power poles where birds of prey frequently land.
- Customized perches are installed to accommodate Harris' Hawks, which perch and hunt in groups.
- Polyvinyl Chloride (PVC) triangles are mounted on pole crossarms to discourage raptors from landing in dangerous areas.
- Plastic spikes are used to prevent raptors from perching on perilous crossarms.
- Rubber or plastic bird guard covers and caps are placed on transformers.
- Insulated wire is used for all new pole-mounted equipment.

High-risk situations

Raptors and other animals are at risk when their wings, body parts or nesting materials come in contact with components of an electrical system. Large species and immature raptors are most at risk.

Common high-incident geography:

- Poles/substations located in raptor habitats
- Poles located on highest ground
- Areas near good feeding grounds (landfills, water, farmland, etc.)

Don't touch

If you encounter injured wildlife, do not pick it up. The sharp talons and beaks that make raptors such successful hunters can do serious harm. Instead, call:

- APS – (602) 371-7171 (metro Phoenix area) or (800) 253-9405 (other areas)
- The Arizona Game and Fish Department Adobe Mountain Wildlife Rehabilitation Center – (602) 382-9806
- Or any licensed wildlife rehabilitation organization

Keep in mind that a variety of laws and regulations protect raptors and all migratory birds. For instance, it is illegal to kill, injure, capture, possess, buy, sell, trade or ship any migratory bird. This also includes eggs, nests, body parts and feathers.

Partnerships with the community

APS recognizes the importance of collaborating with the community and the many wildlife conservation and preservation organizations. To that end, we:

- Actively seek public input regarding the location of raptor habitats and problem poles
- Work closely with wildlife rehabilitation centers to assess and address issues
- Assist in planning and conducting Arizona Game and Fish-supported workshops and wildlife protection programs
- Assist wildlife organizations through financial and volunteer contributions
- Present educational programs for wildlife rehabilitators, school groups and other electric utilities
- Support habitat preservation efforts.



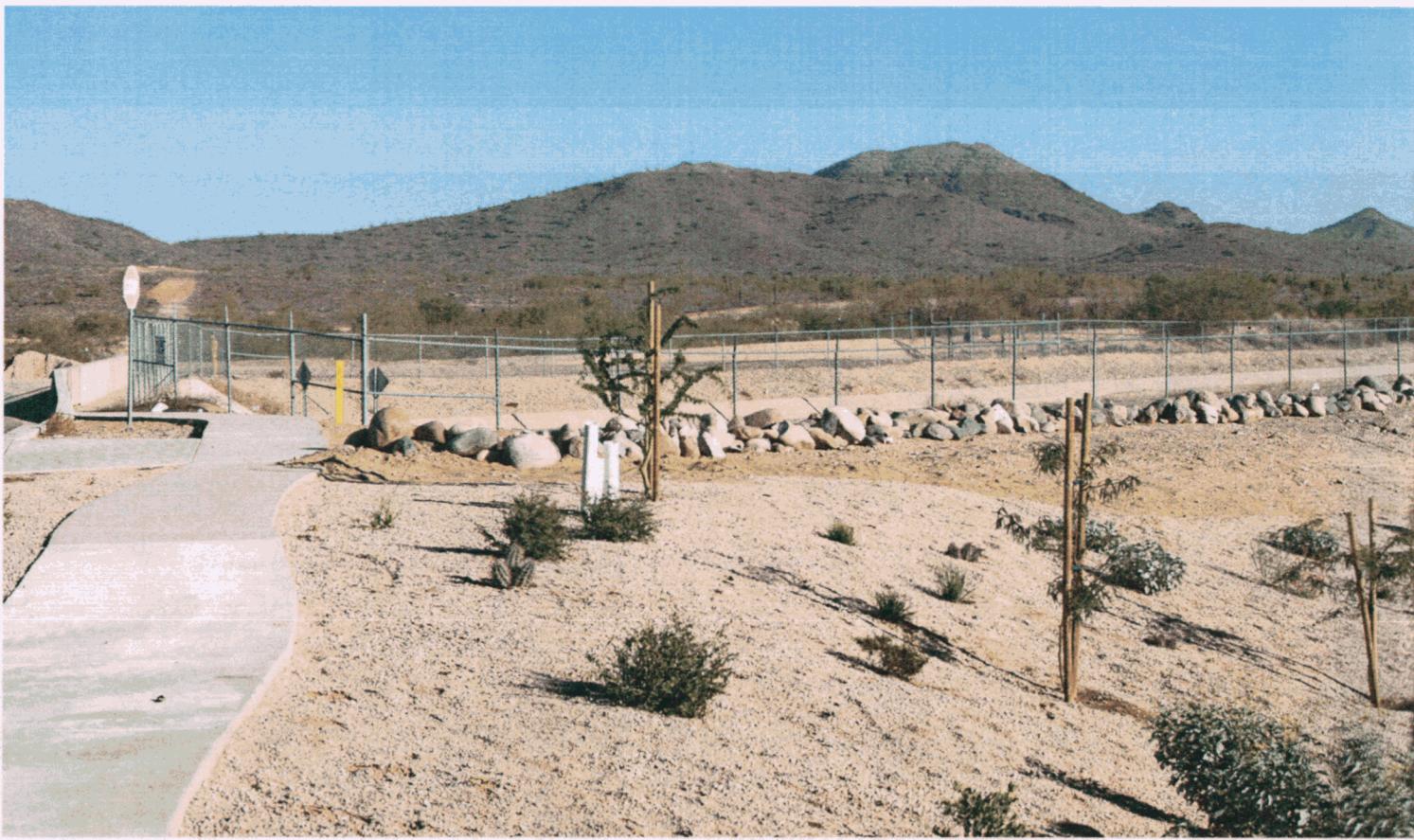
The most common raptors affected in APS territory are Harris' Hawks, Red-tailed Hawks and Great Horned Owls:

Harris' Hawks are dark brown with brick red on the wings and legs. They have white on the tail that forms a white rump patch. These birds are unique to raptors, in that during mating season they come together to form groups.

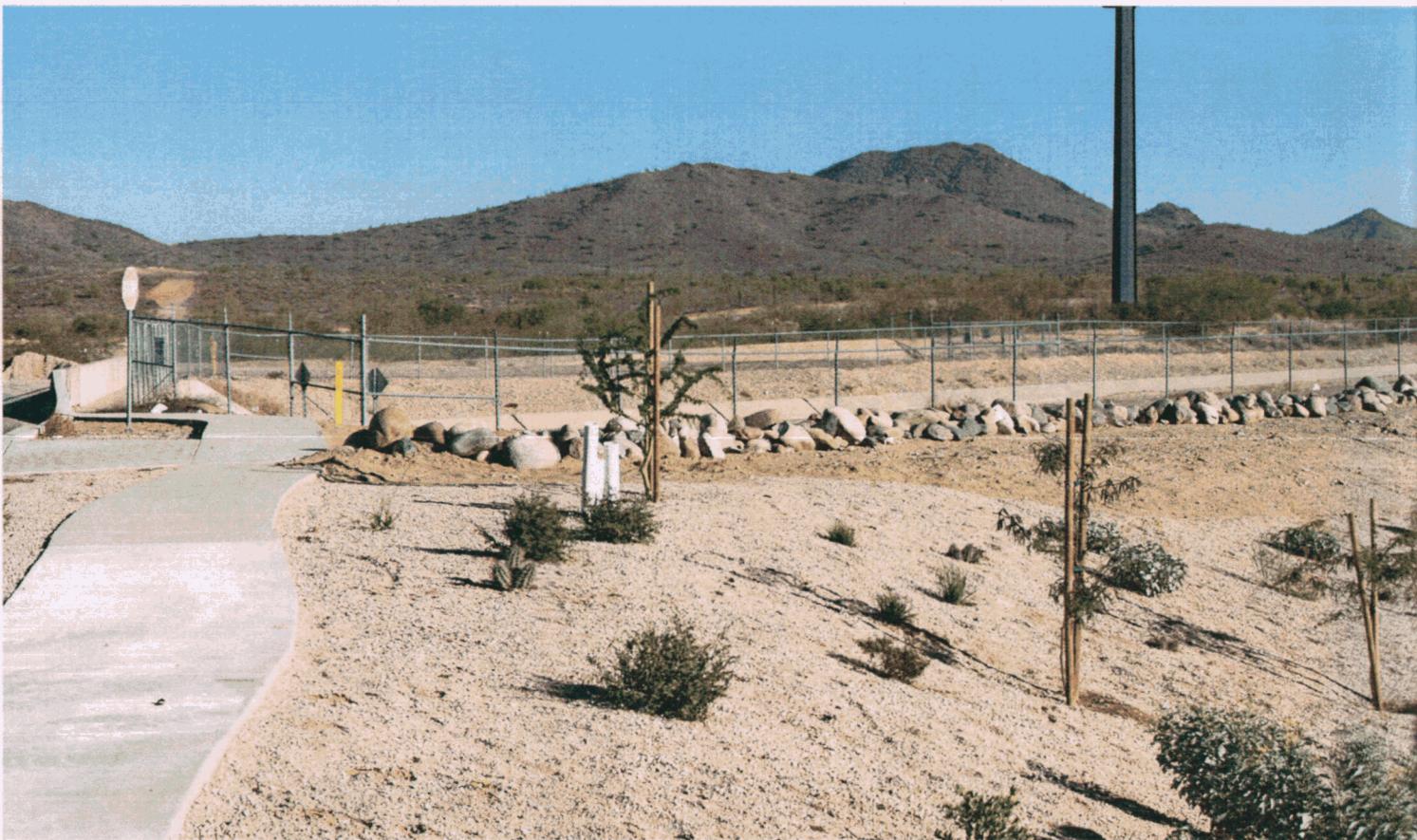
Red-tailed Hawks are generally reddish-brown with whitish-mottled backs and variously streaked under-parts, often white with a dark bellyband. Their under wings are primarily white.

The Great Horned Owl, Arizona's largest owl, is a classic owl in appearance, with a large, heavy body, striking eyes and conspicuous ear tufts. They are generally grayish in color with undertones of buff in the wings and tail.

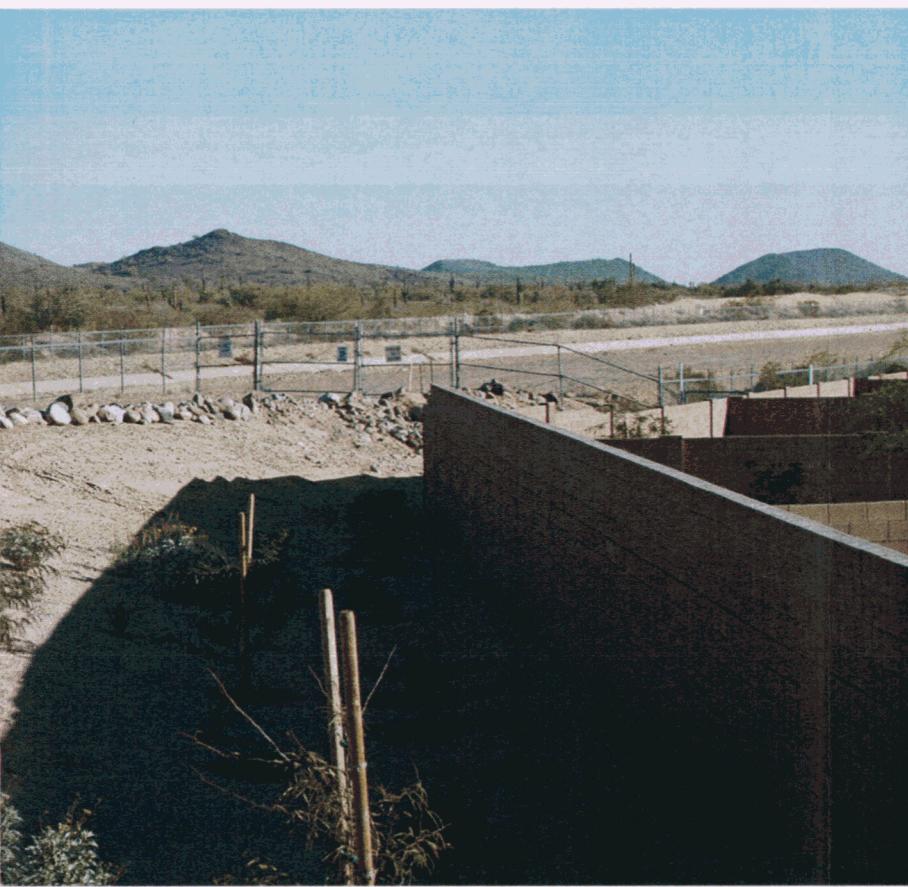
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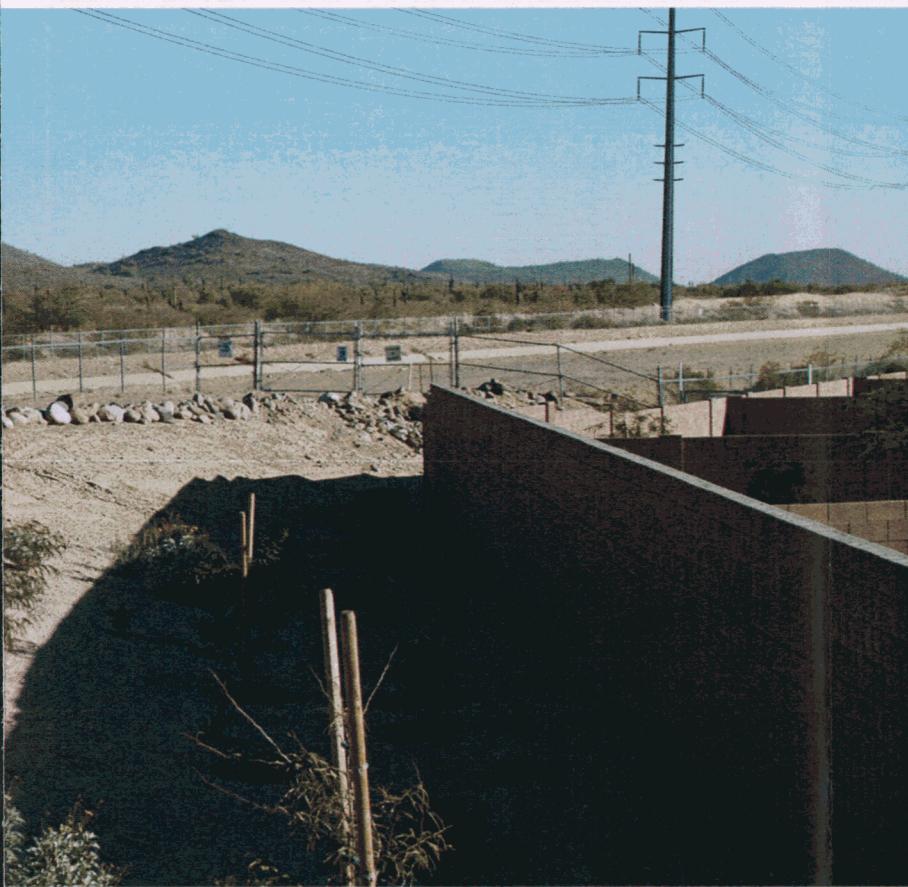
Existing Condition - Central Arizona Project Canal at Dynamite Boulevard



Simulation of 230kV Double-Circuit Steel Pole with 69kV underbuild capability inside Central Arizona Project Canal



Viewpoint from Dynamite Mountain Ranch looking southeast towards the Central Arizona Project Canal



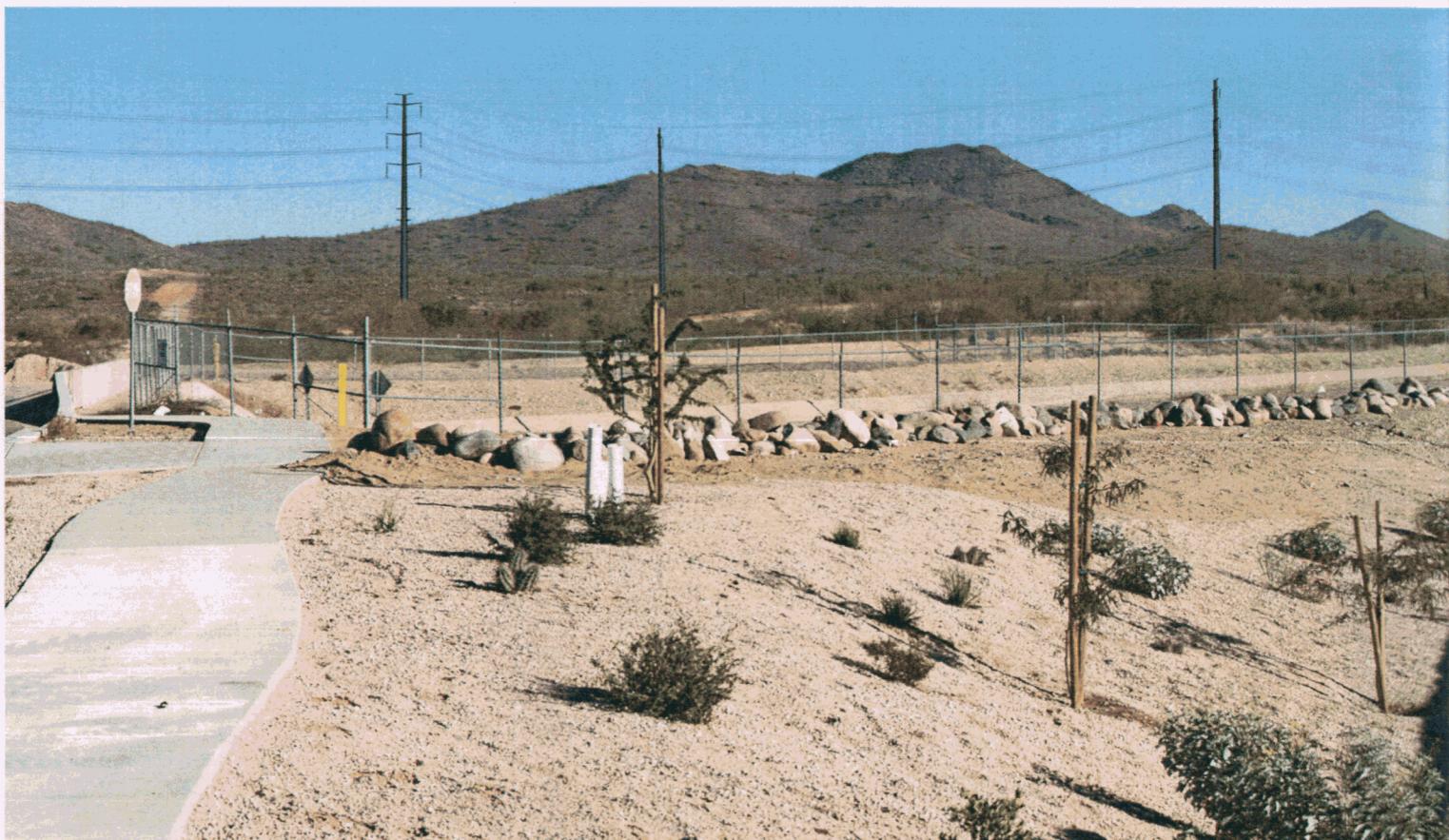
Central Arizona Project Canal right-of-way

NORTH VALLEY
230kV FACILITY SITING PROJECT

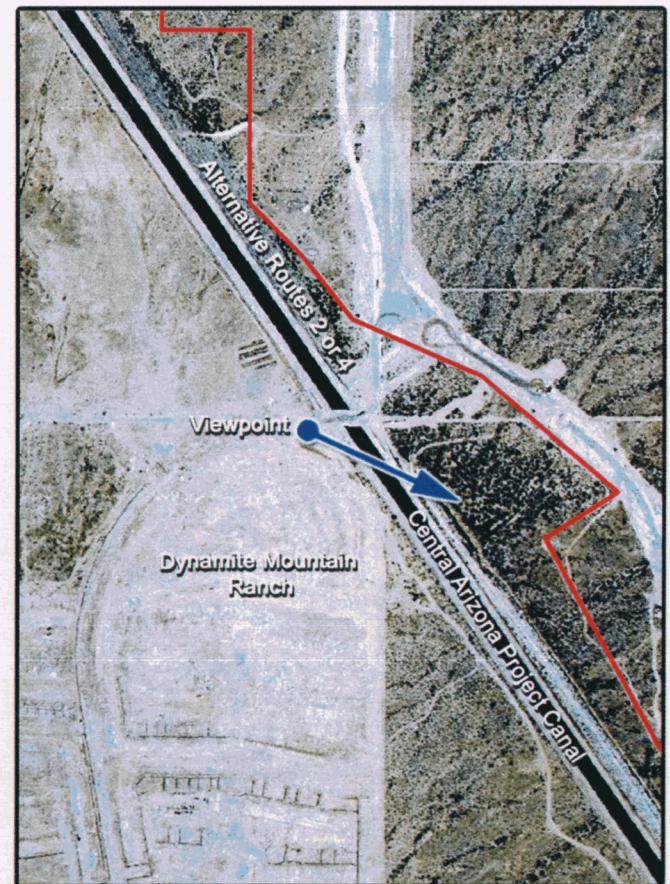
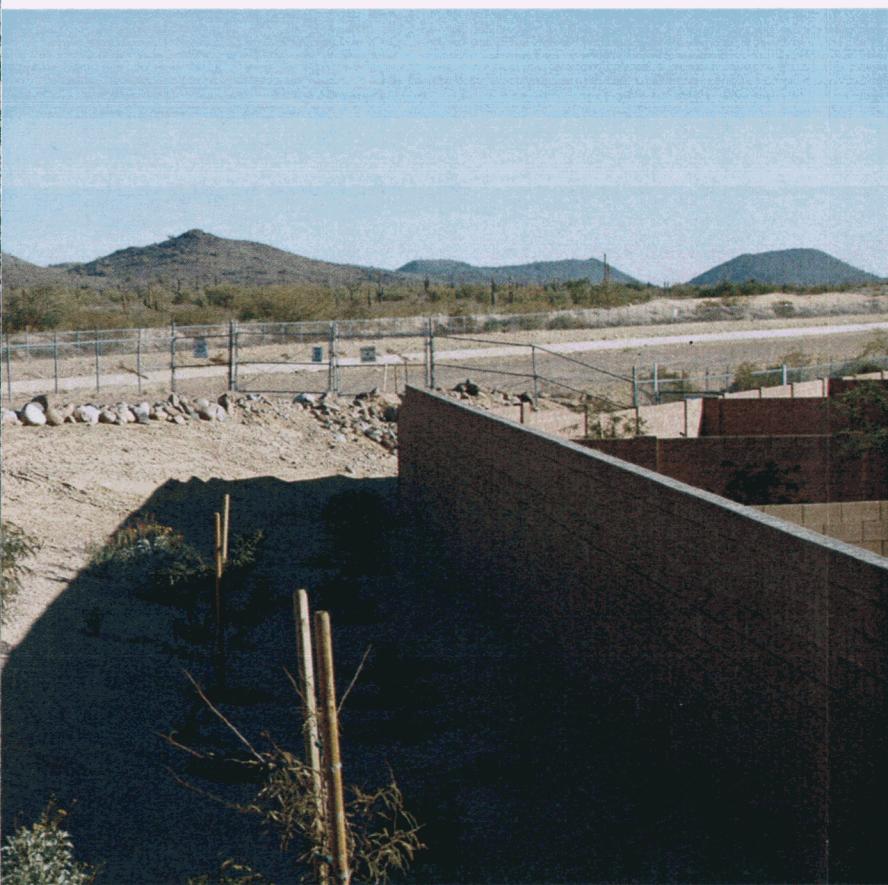
APS



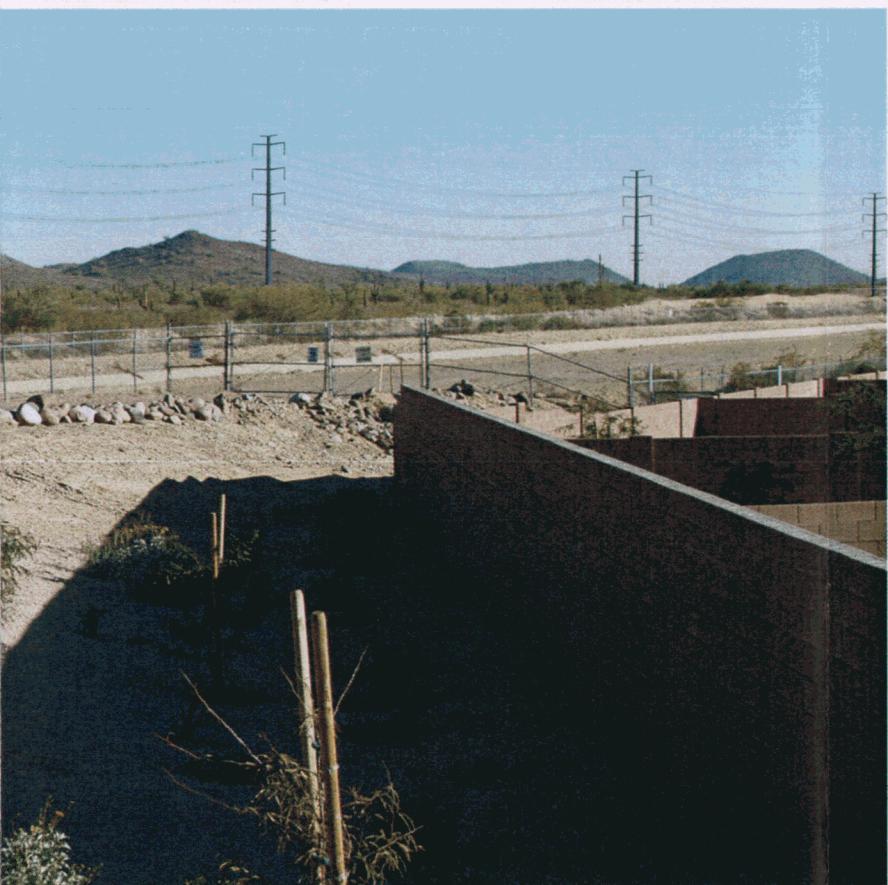
Existing Condition - Central Arizona Project Canal at Dynamite Boulevard



Simulation of 230kV Double-Circuit Steel Pole with 69kV underbuild capability outside of Central Arizona Project Canal at Dynamite Boulevard



Viewpoint from Dynamite Mountain Ranch looking southeast towards the Central Arizona Project Canal

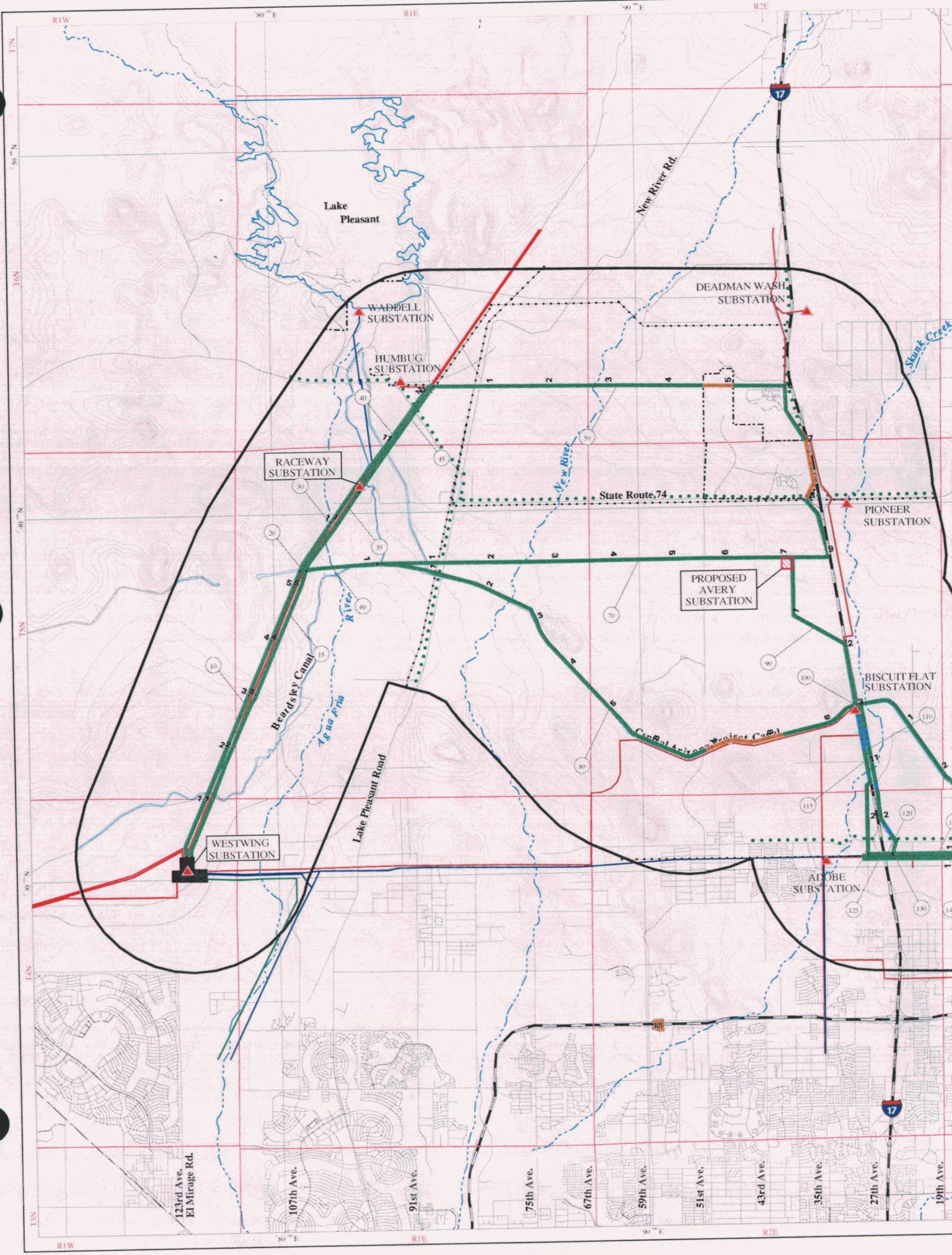


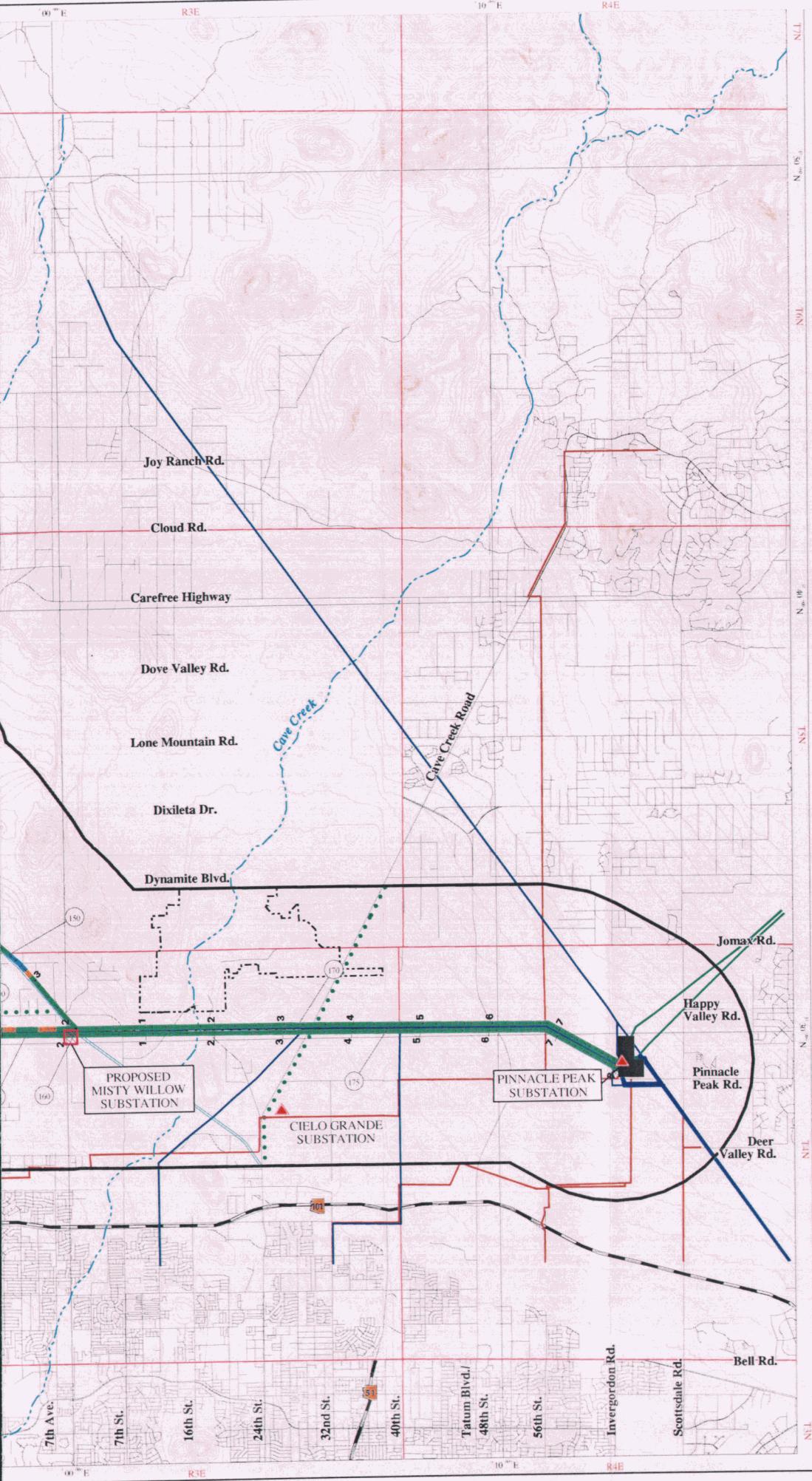
Arizona Project Canal right-of-way

NORTH VALLEY
230kV FACILITY SITING PROJECT

APS

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EXISTING LAND USE

IMPACTS

North Valley Project

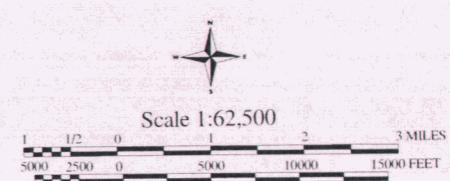
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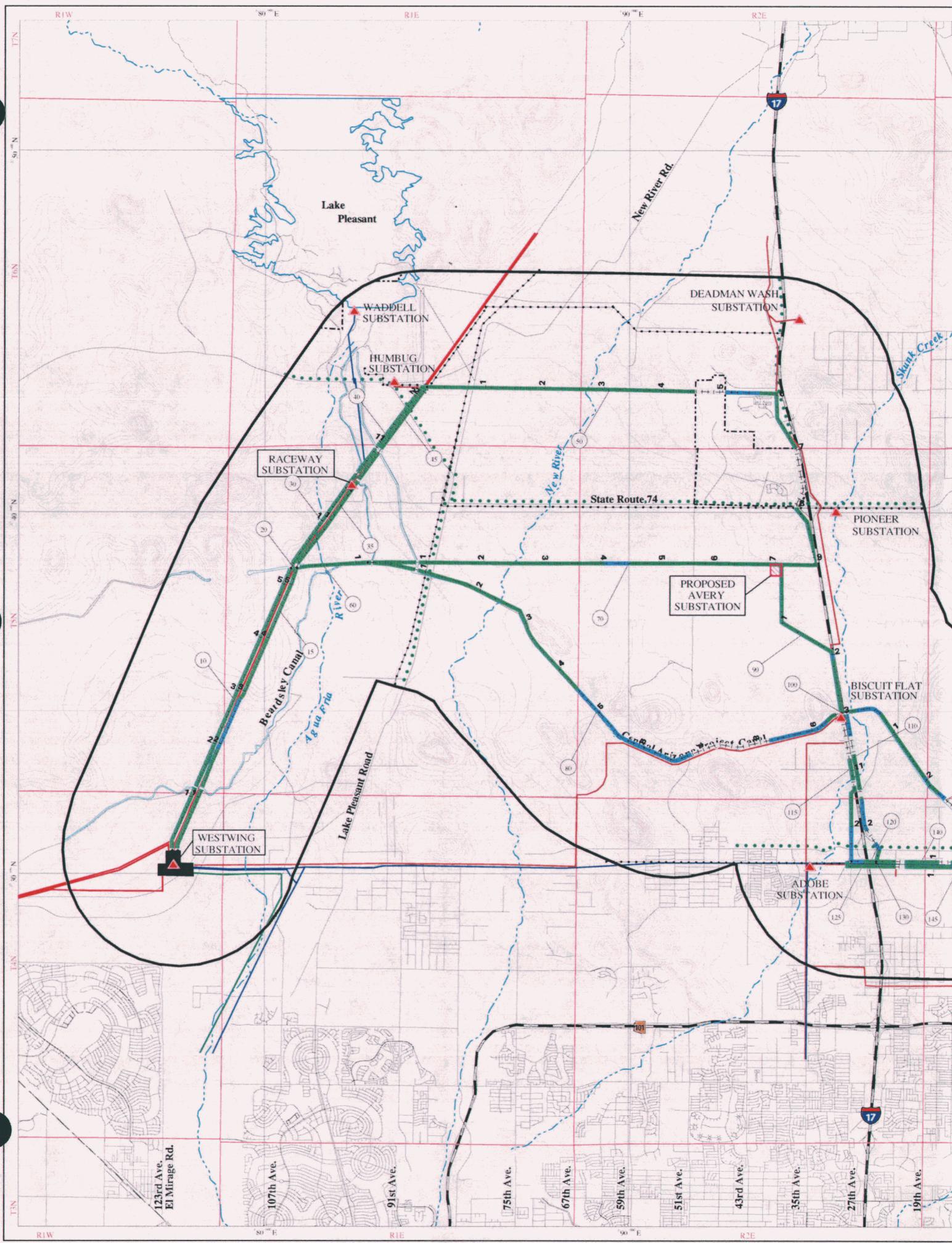
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- Stream/River
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- Recreation Area Boundary
- Township and Range Contour
- ▲ / ■ Existing Substation

Sources:



APS

GHD
geotechnical design services



**FUTURE LAND USE
IMPACTS**
North Valley Project

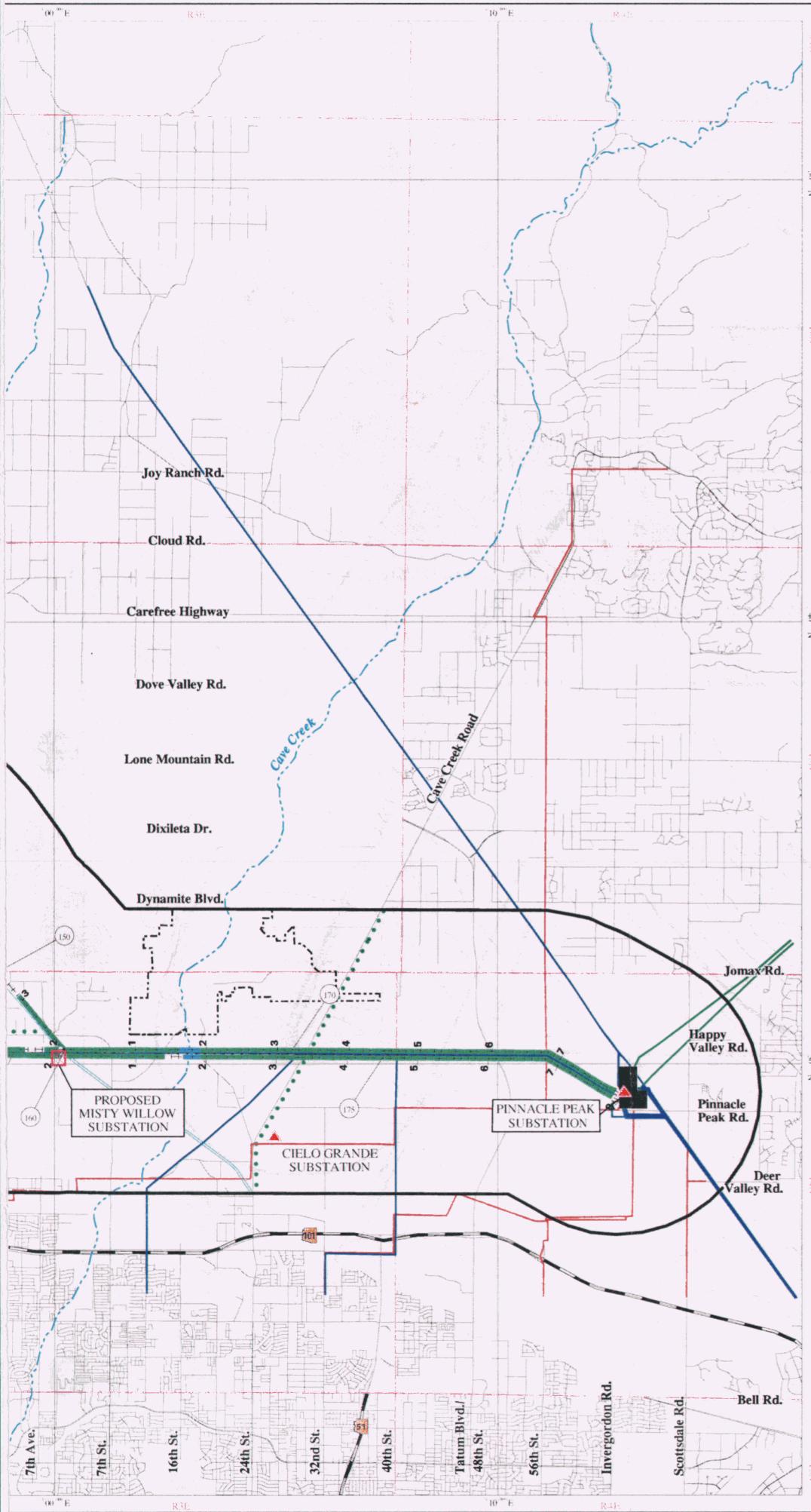
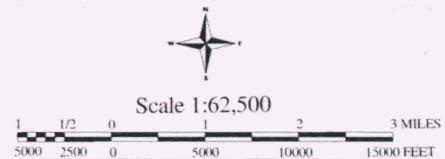
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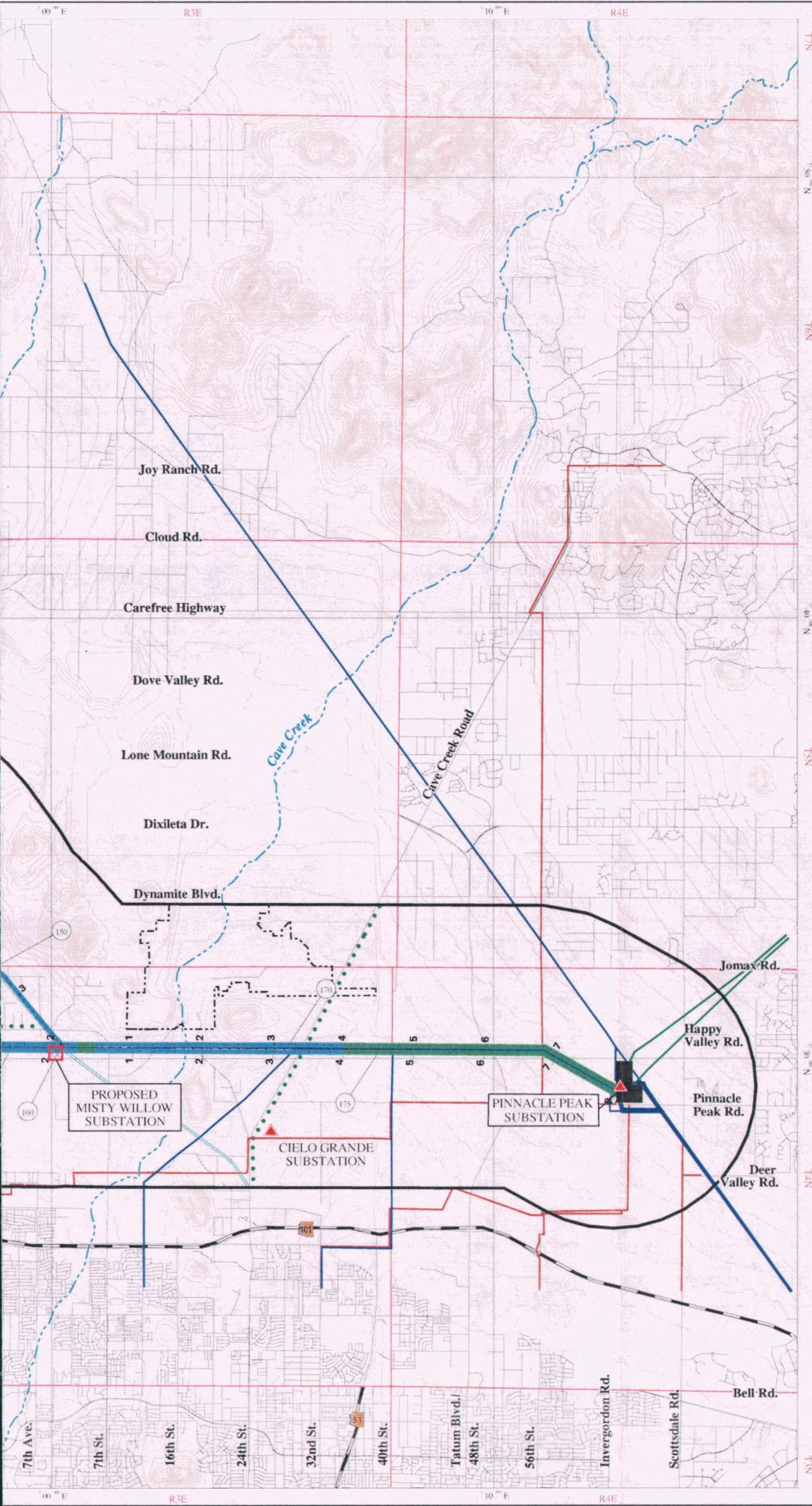
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Sources:



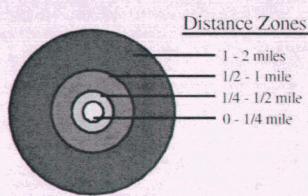


EXISTING COMPOSITE VIEWER IMPACTS

North Valley Project

Impact Levels

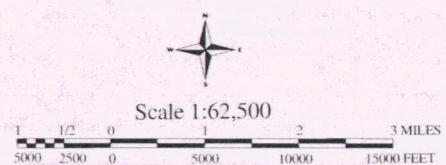
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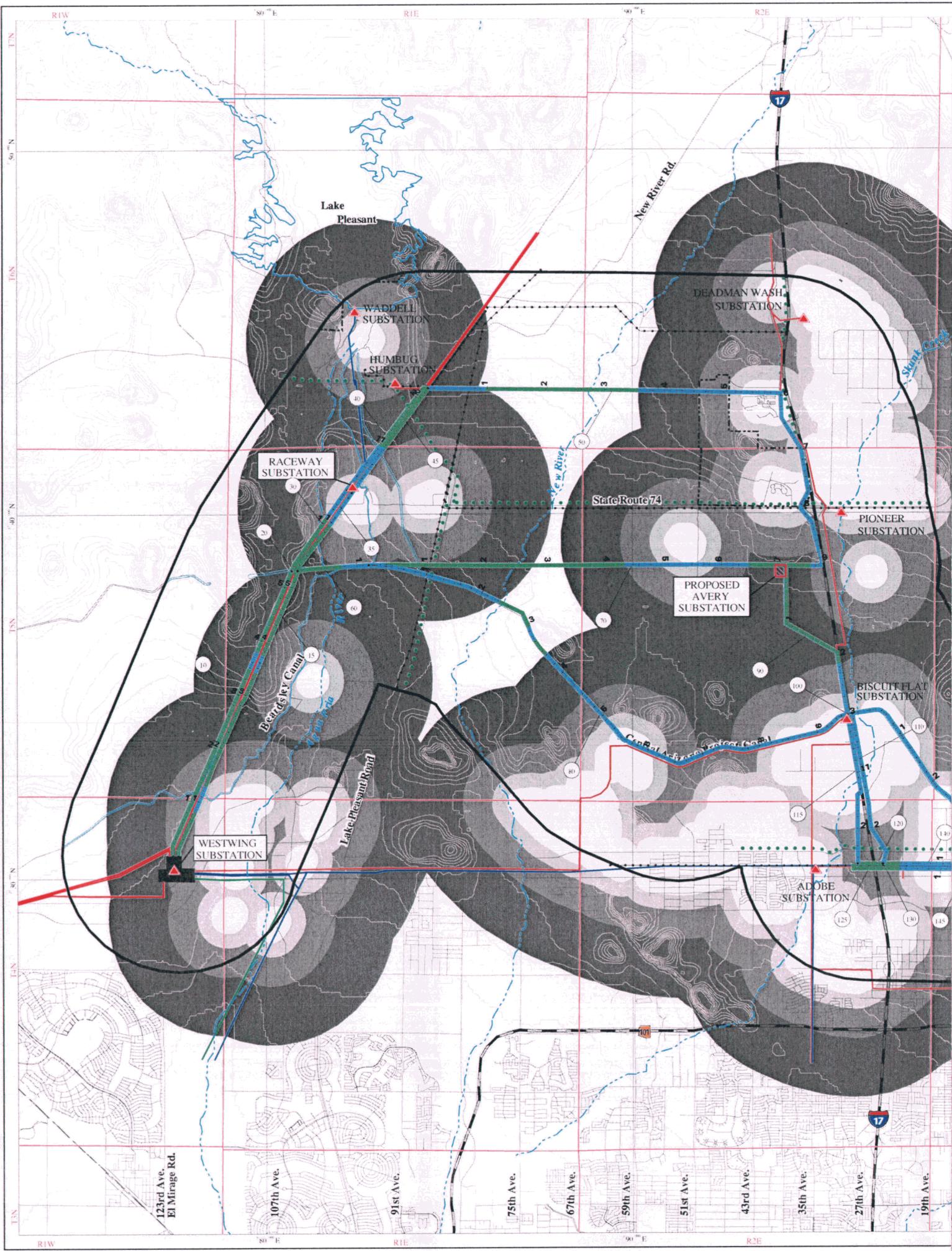
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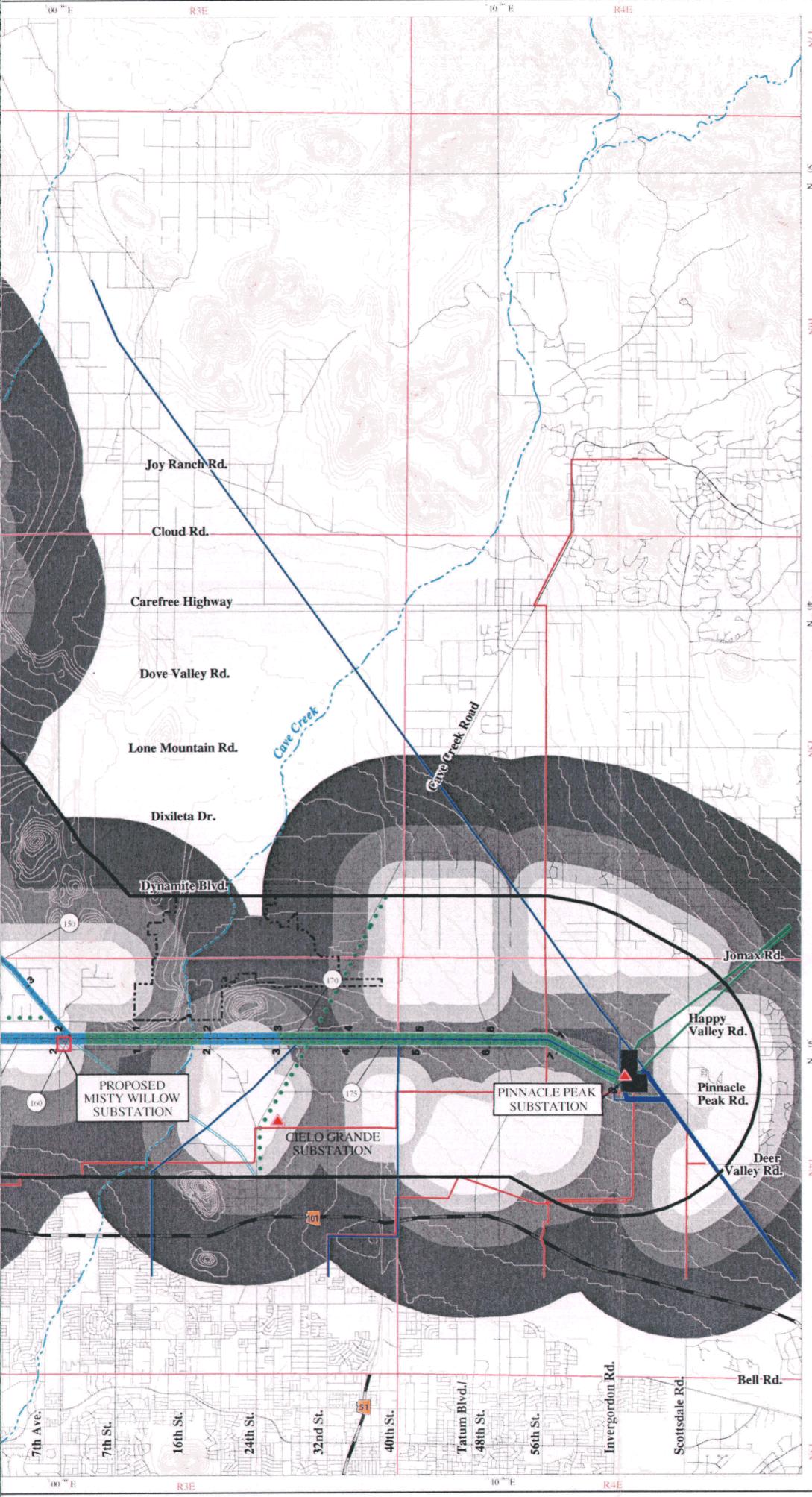
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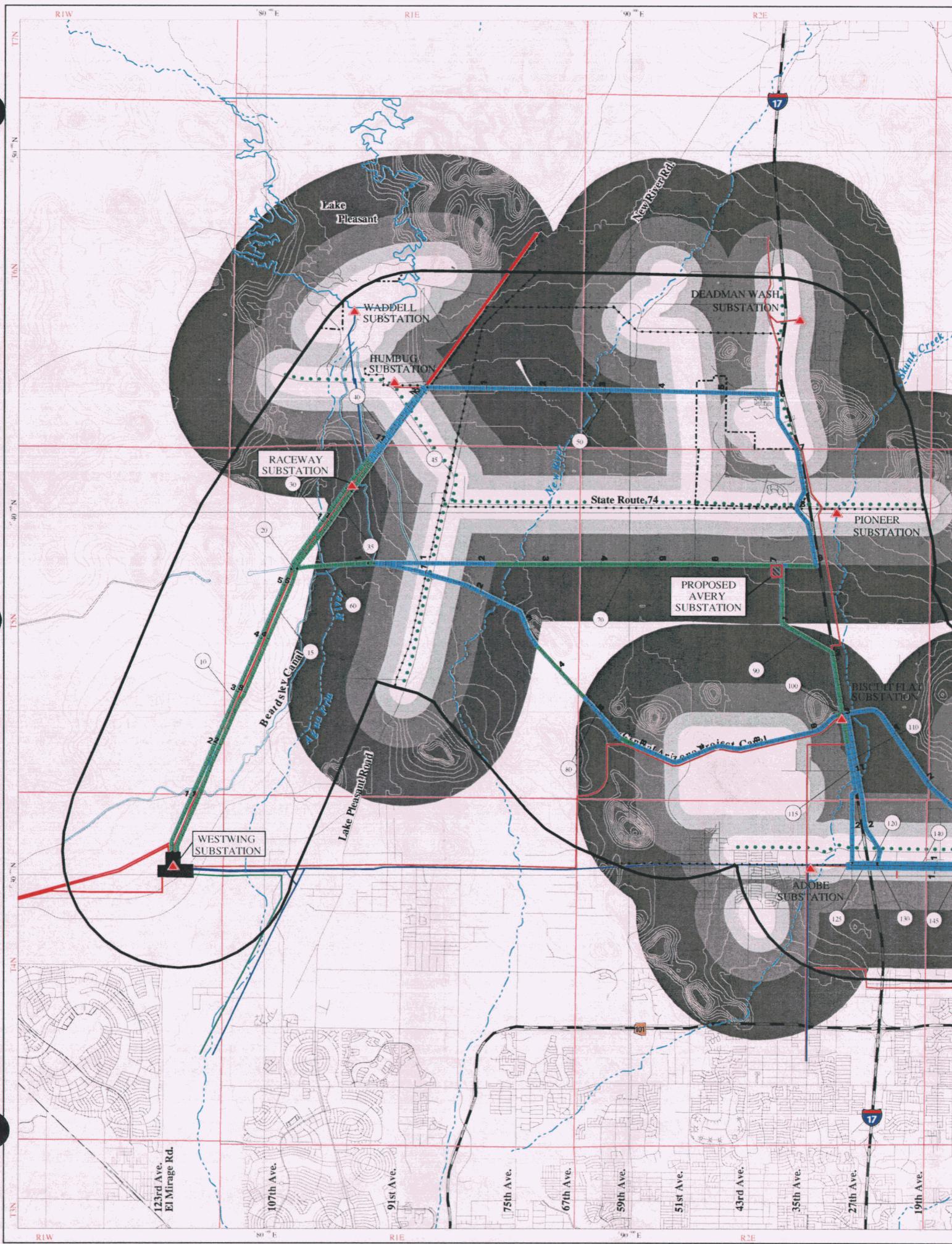


APS

EPG
environmental planning group





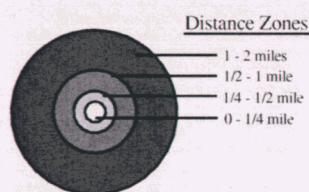




EXISTING HIGH SENSITIVITY RECREATIONAL AND ROAD VIEWER IMPACTS North Valley Project

Impact Levels

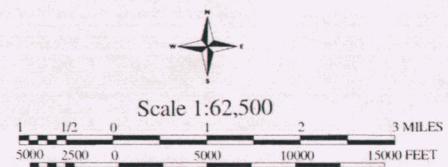
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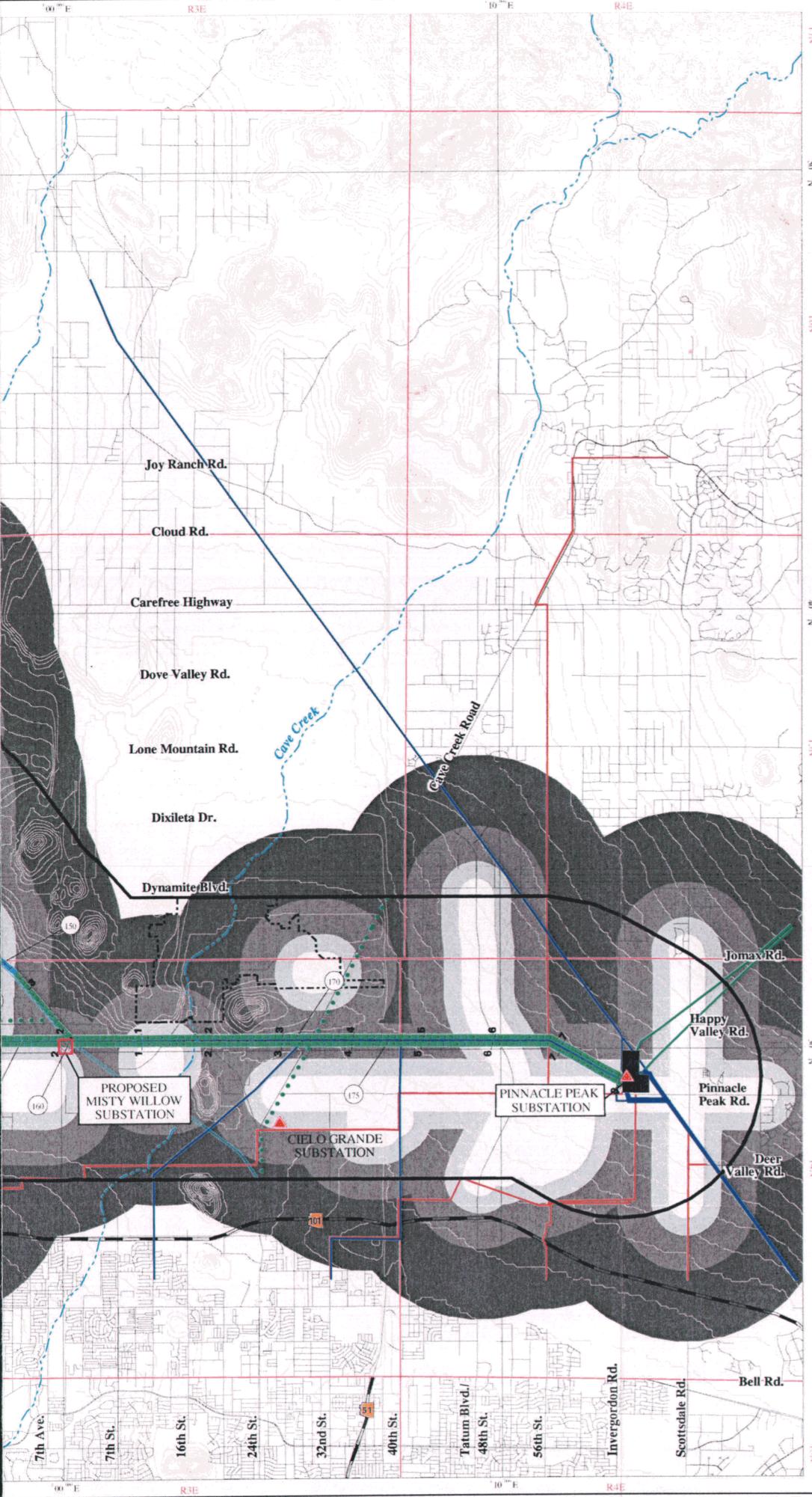
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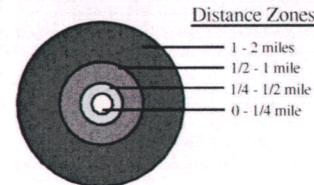




EXISTING MODERATE SENSITIVITY RECREATIONAL AND ROAD VIEWER IMPACTS North Valley Project

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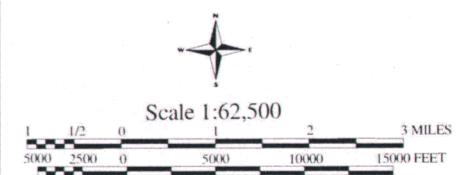
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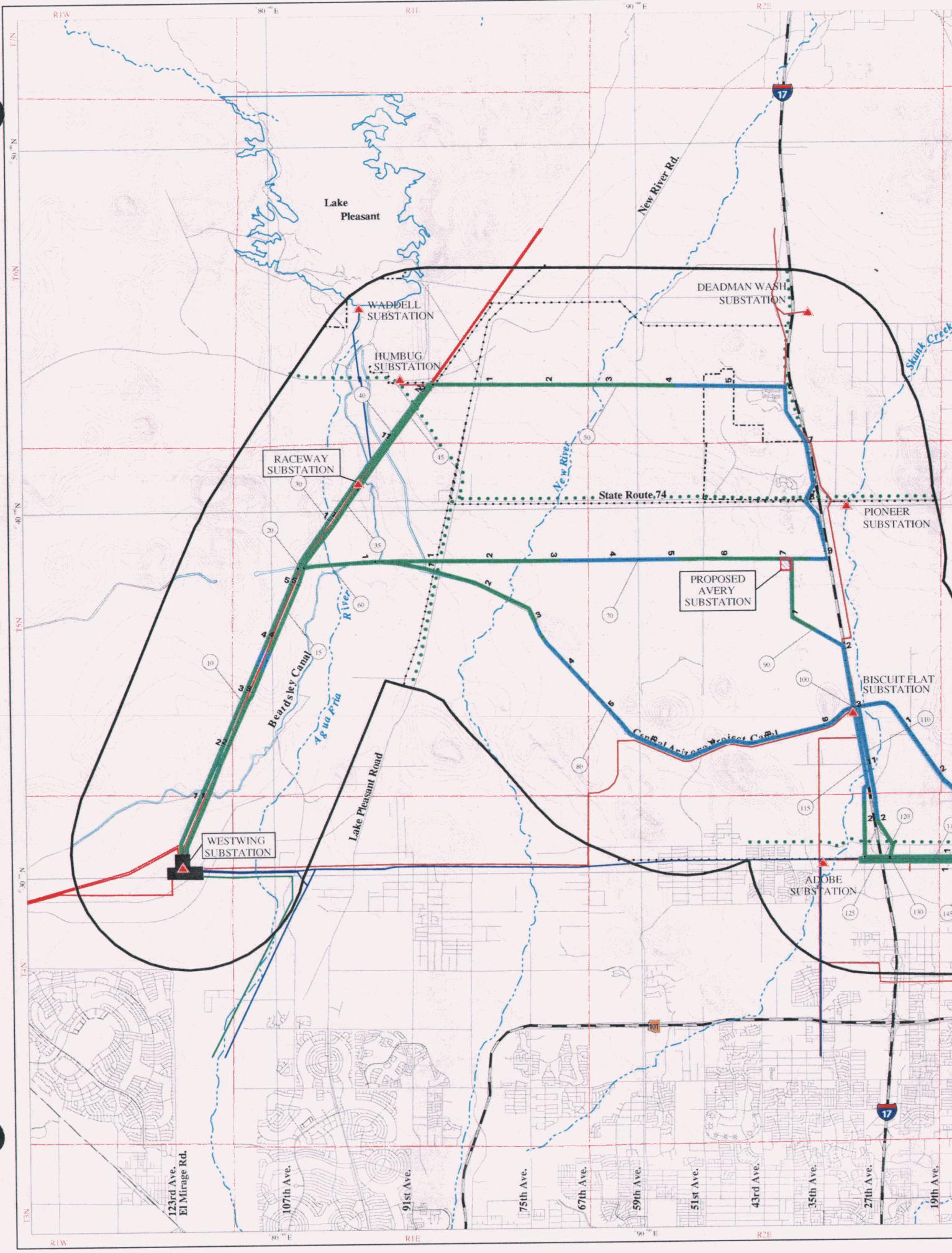


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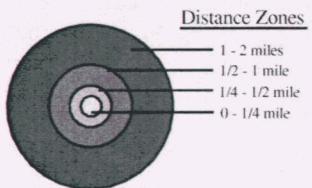


FUTURE COMPOSITE VIEWER IMPACTS

North Valley Project

Impact Levels

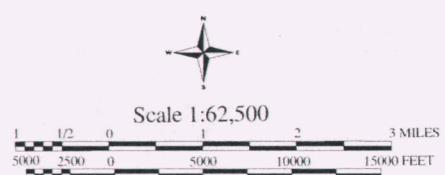
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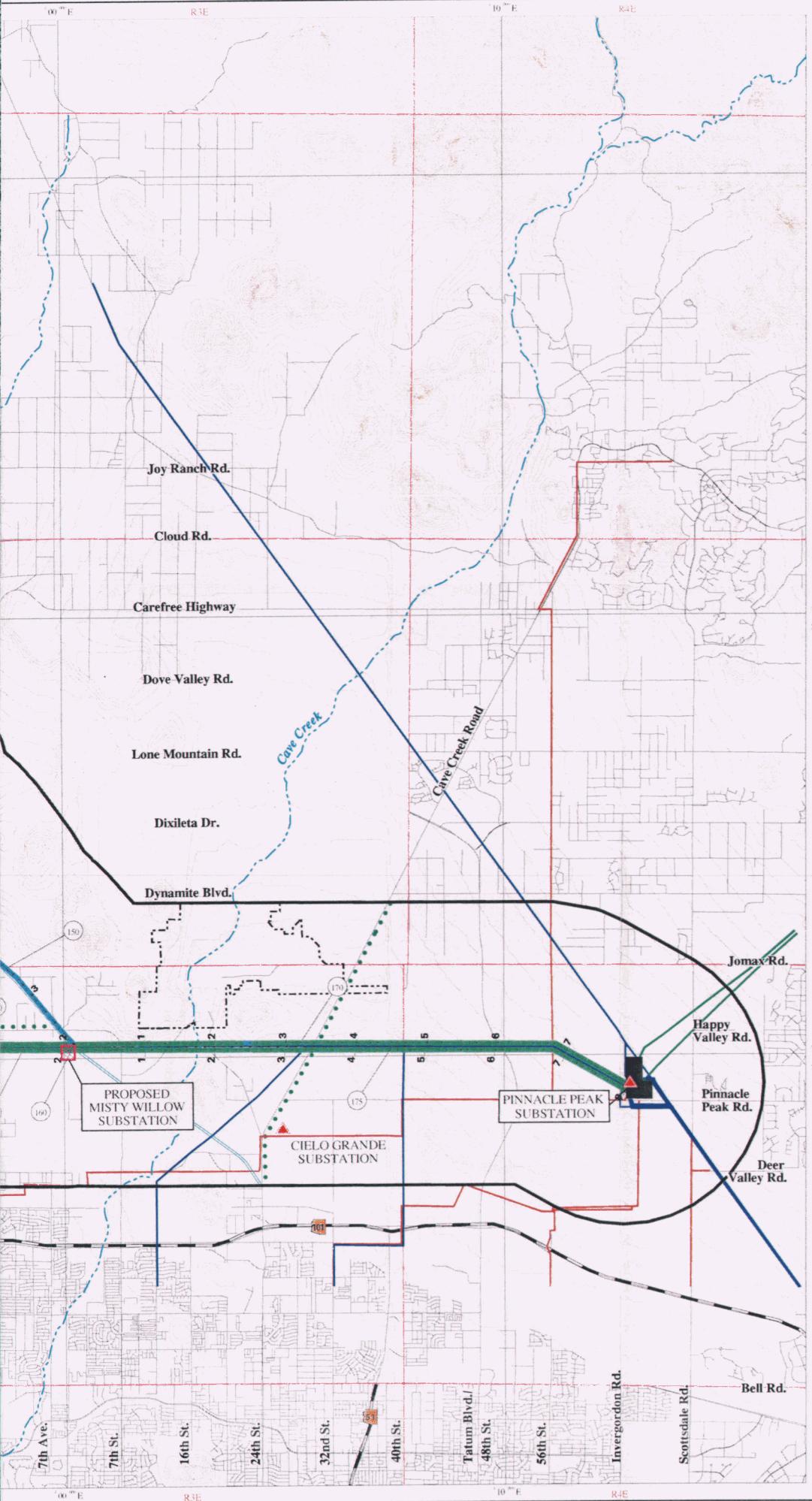
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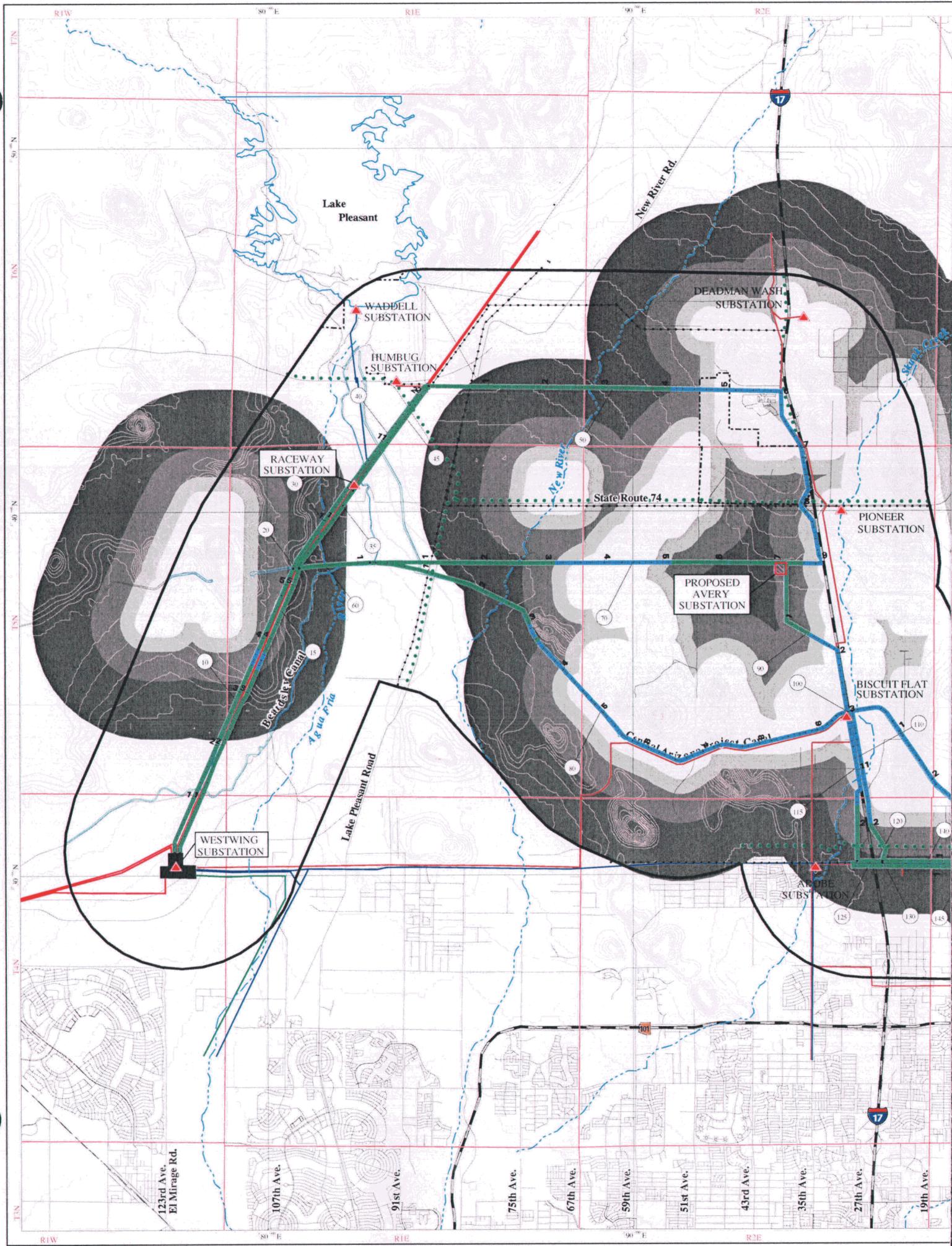
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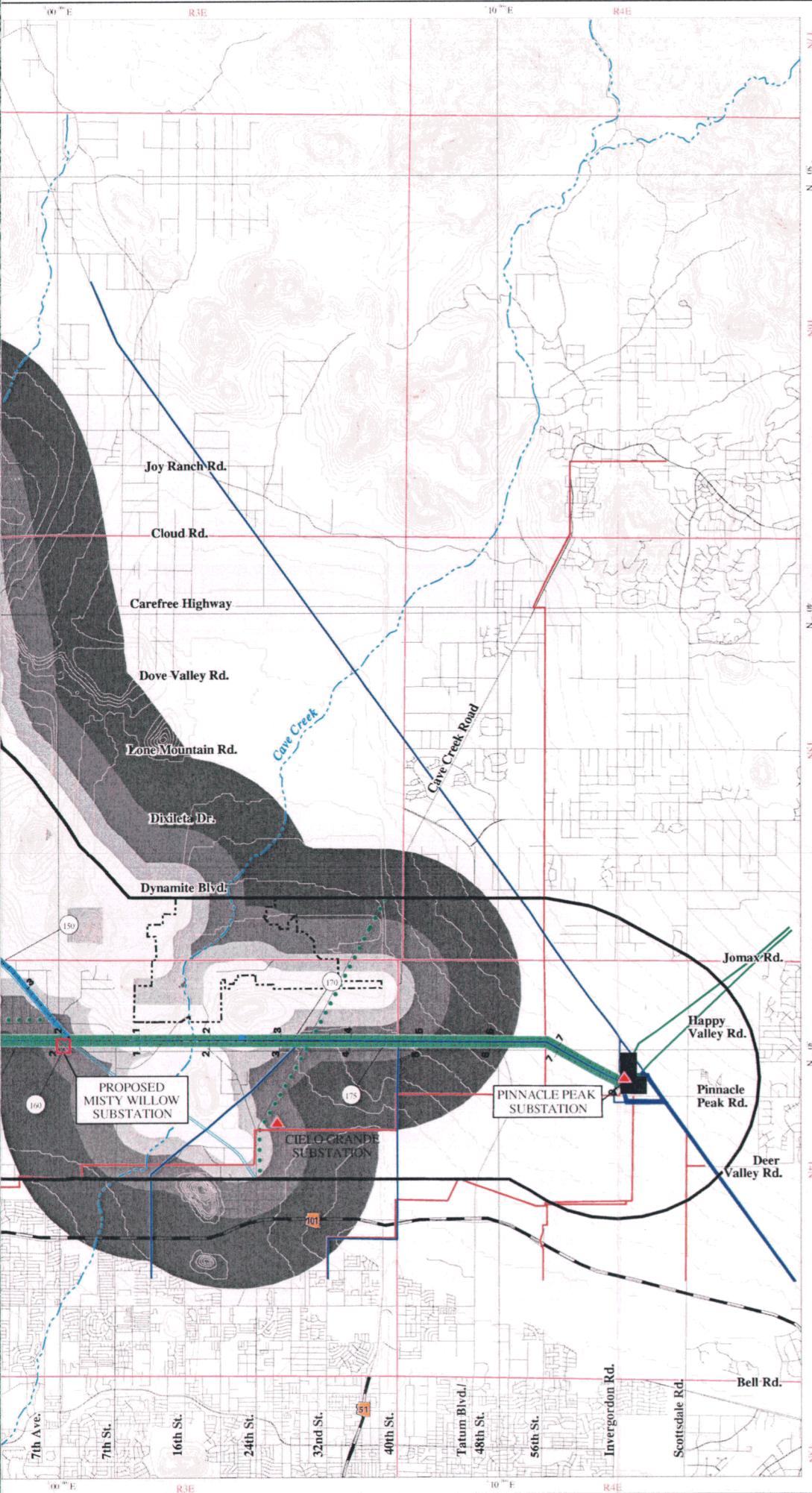


APS

ENR
environmental resources group



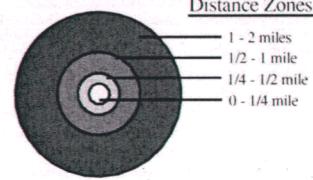




FUTURE (APPROVED) HIGH
SENSITIVITY VIEWER
IMPACTS
North Valley Project

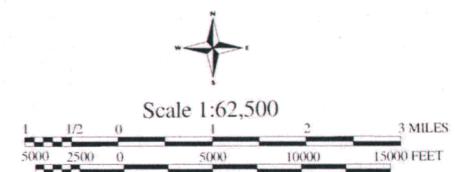
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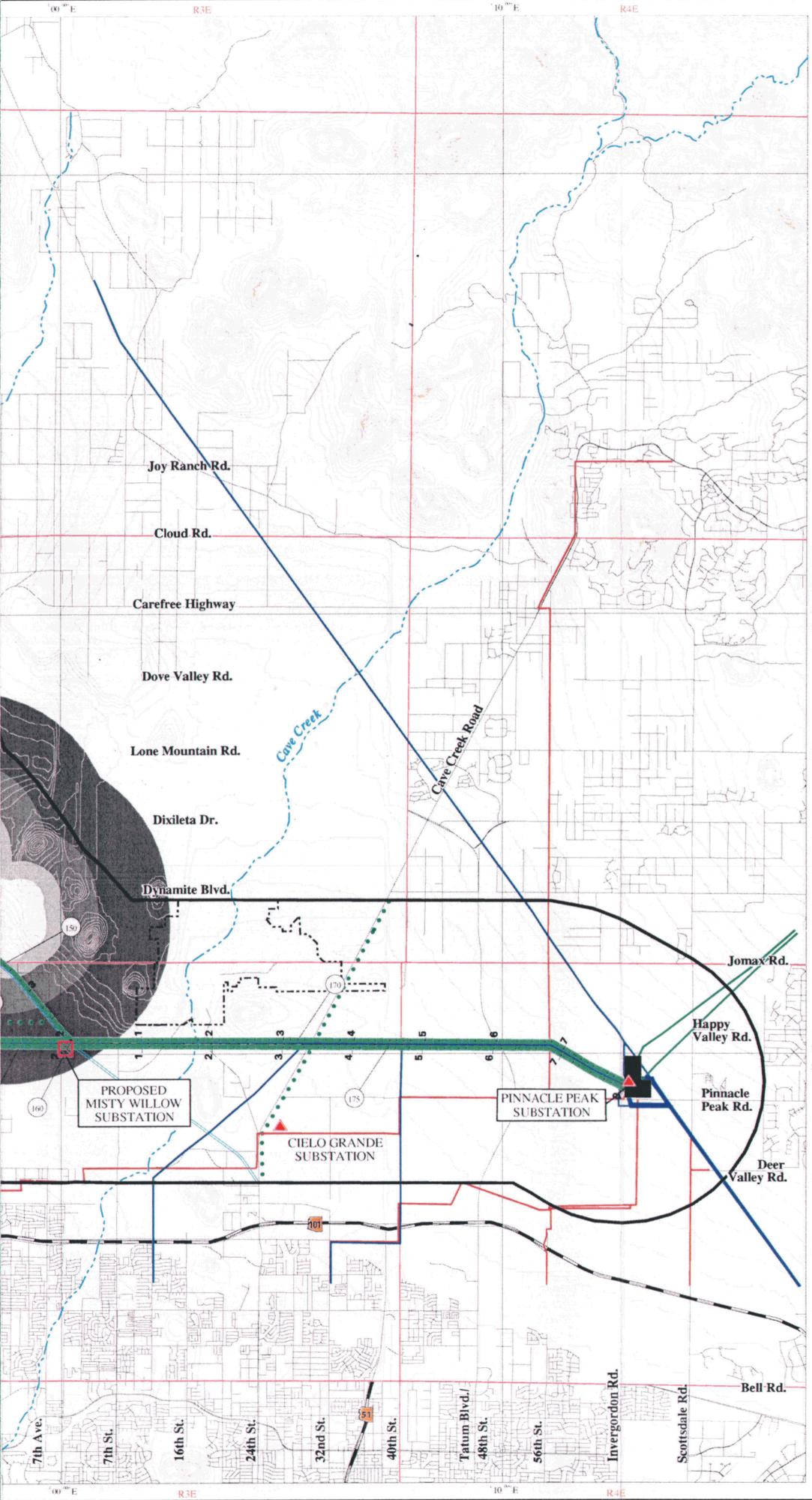
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APS





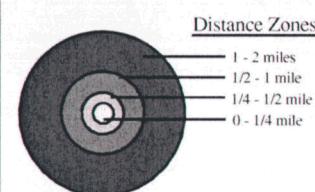


FUTURE (APPROVED)
MODERATE SENSITIVITY
VIEWER IMPACTS
North Valley Project

Impact Levels

- High
 - Moderate
 - Low

Relationship

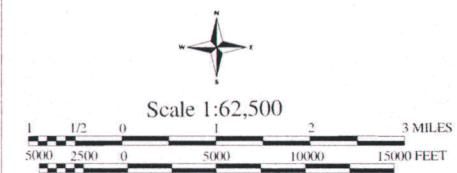


General Reference Features

- Study Area Boundary
 - 500kV Transmission Line
 - 345kV Transmission Line
 - 230kV Transmission Line
 - 69kV Transmission Line
 - Pipeline
 - Interstate/Highway
 - Transportation Route
 - Scenic Road/Parkway
 - Lake
 - Stream/River
 - Canal
 - Recreation Area Boundary
 - Township and Range
 - Contour
 - ▲ / ■ Existing Substation

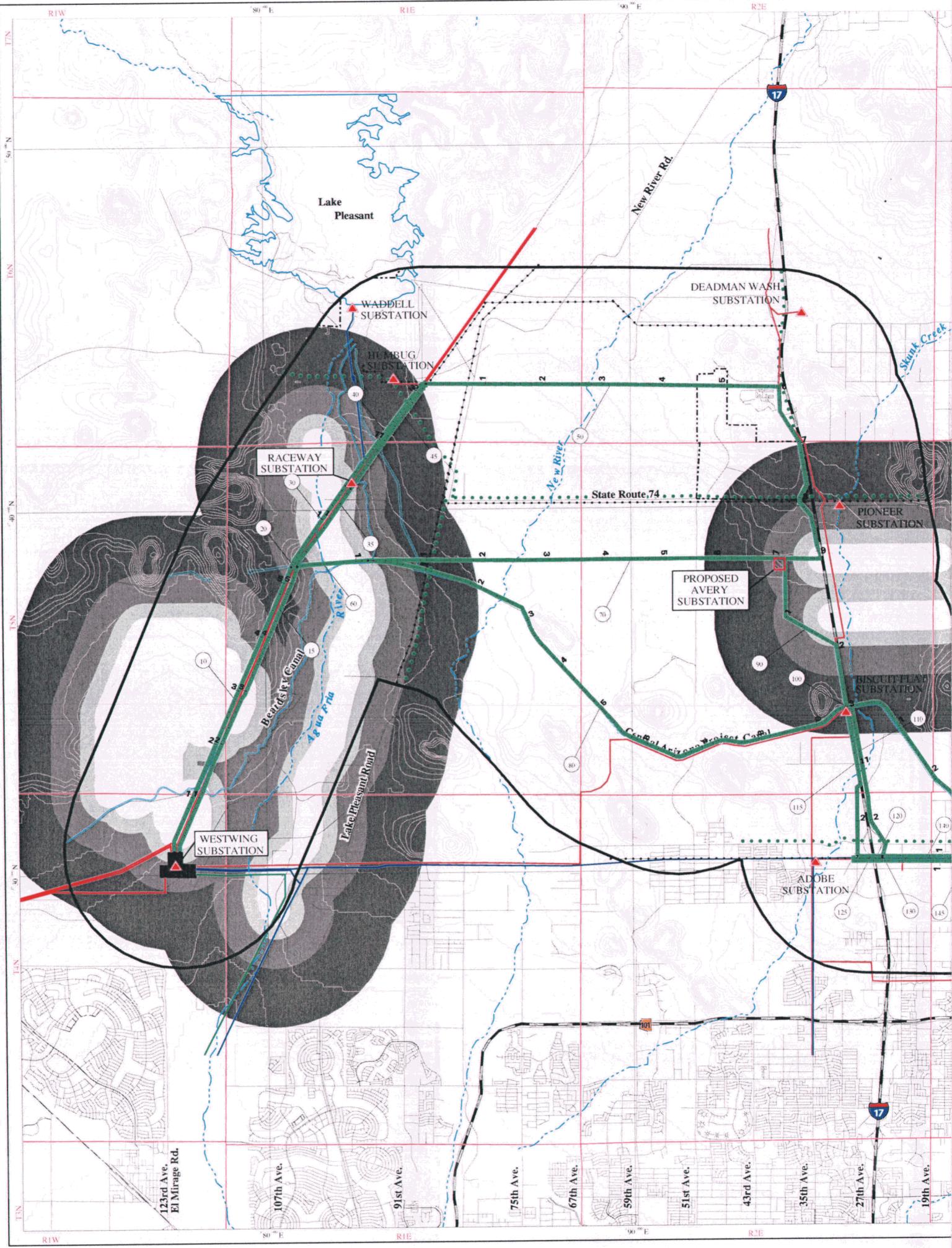
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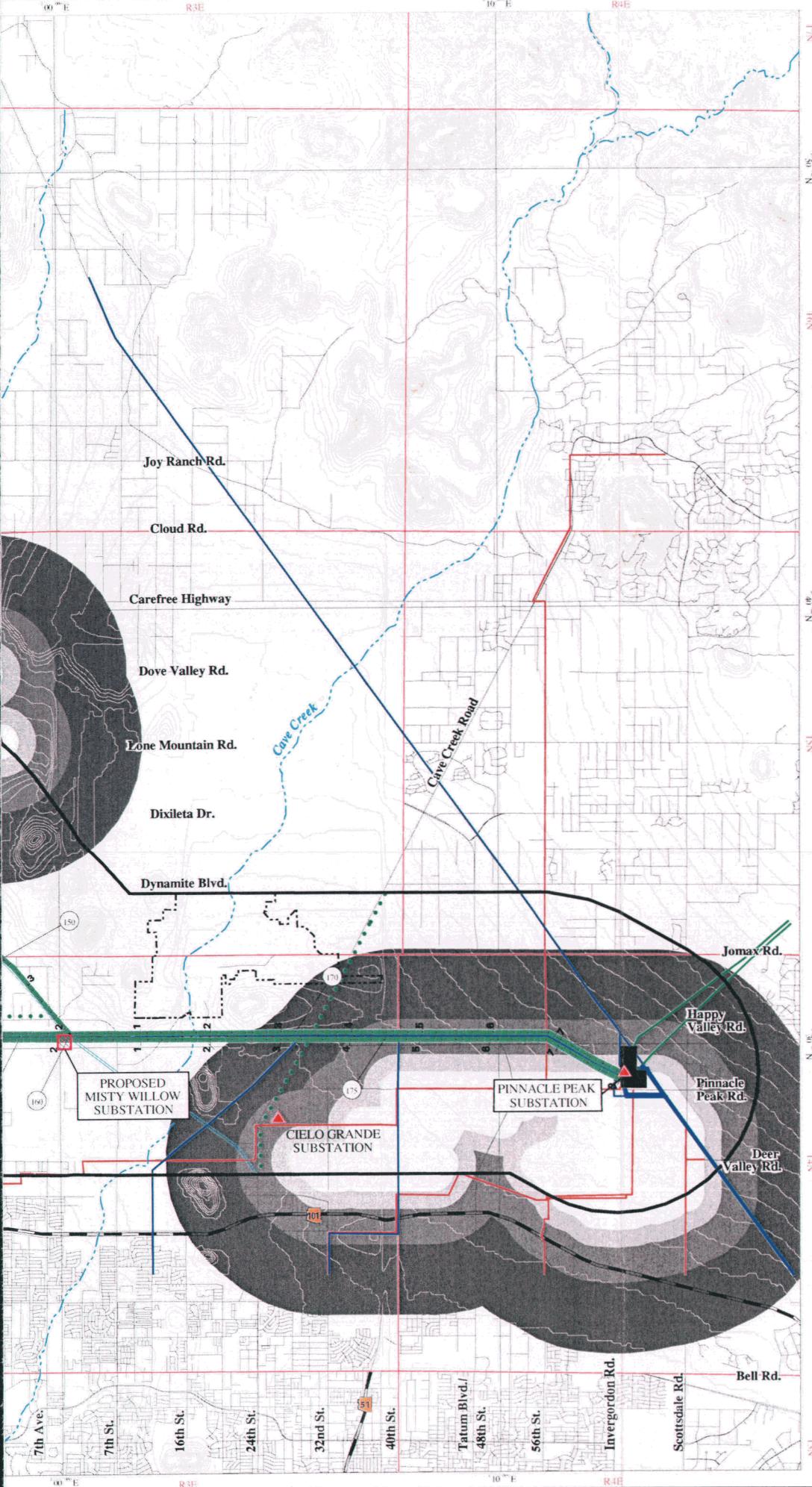
Sources:



APS



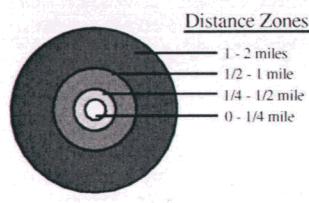


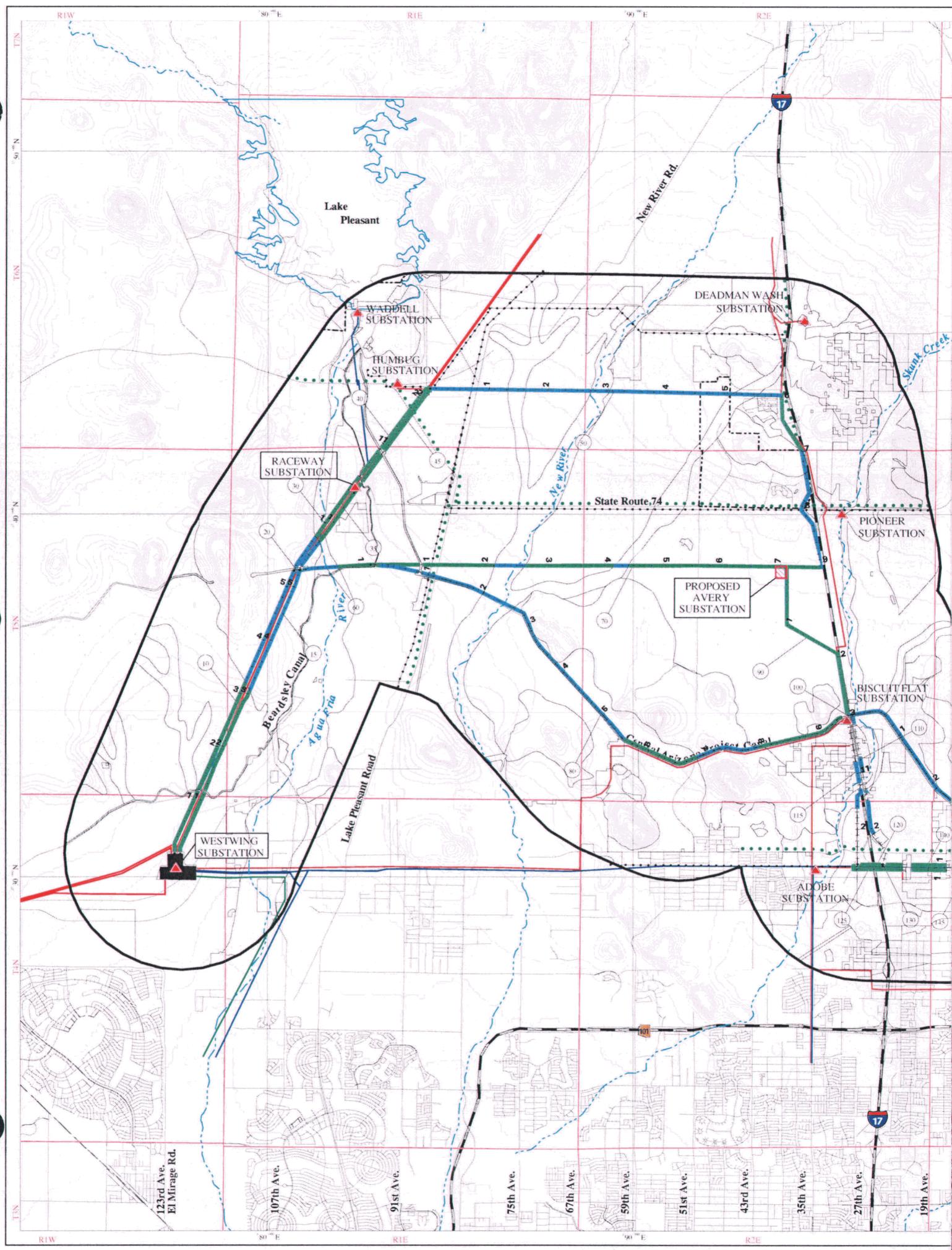


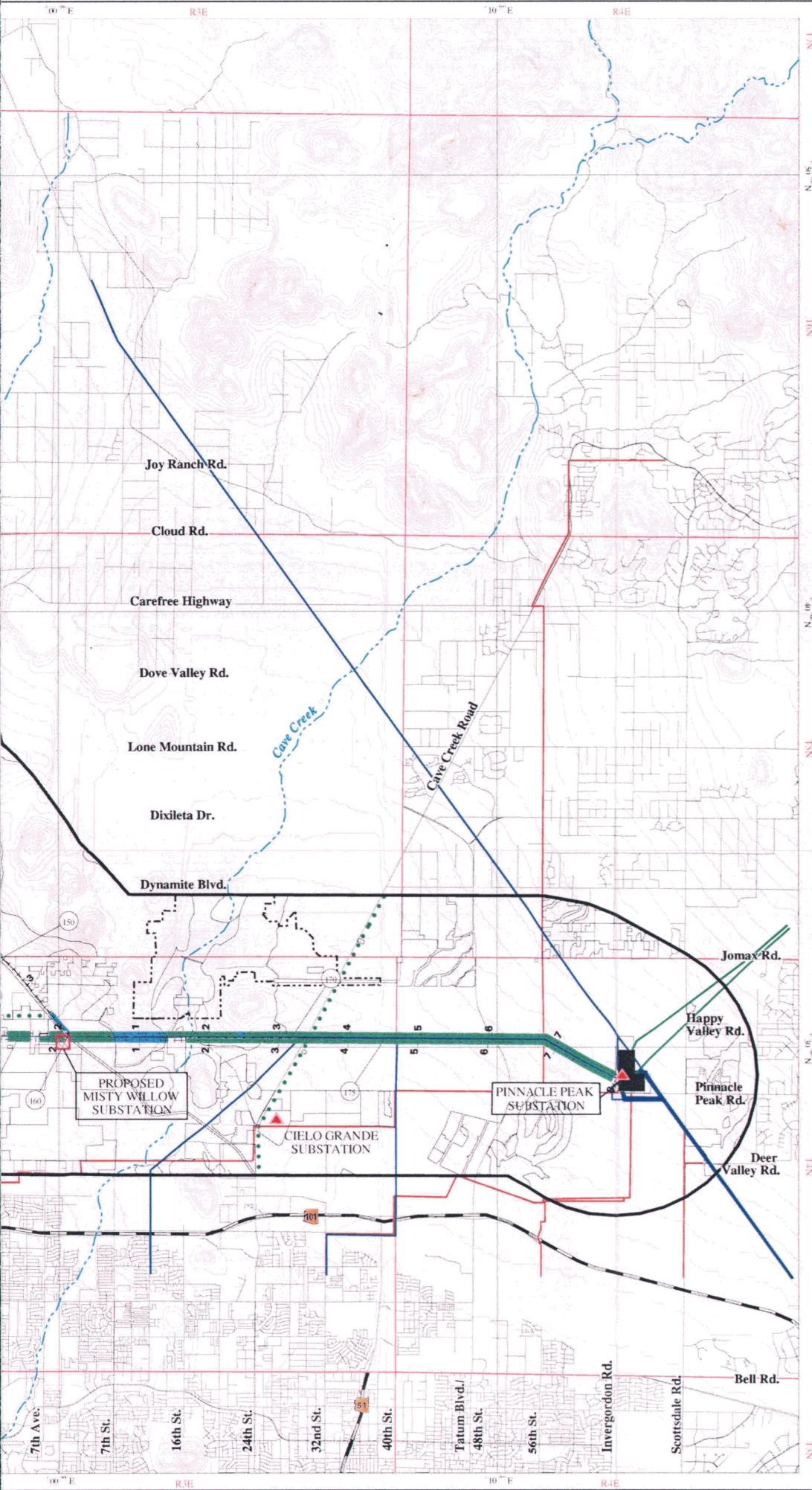
FUTURE (PLANNED) HIGH SENSITIVITY VIEWER IMPACTS North Valley Project

Impact Levels

- High
- Moderate
- Low
- No Impact







SCENIC QUALITY IMPACTS

North Valley Project

Impact Levels

- High
 - Moderate
 - Low
 - No Impact

General Reference Features

- Study Area Boundary
 - 500kV Transmission Line
 - 345kV Transmission Line
 - 230kV Transmission Line
 - 69kV Transmission Line
 - Pipeline
 - Interstate/Highway
 - Transportation Route
 - Scenic Road/Parkway
 - Lake
 - Stream/River
 - Canal
 - Recreation Area Boundary
 - Township and Range
 - Contour
 - ▲ / ■ Existing Substation

Sources:



APS

enq
environmental finance group

Summary of Existing and Future Land Use, Existing and

CEC Route	Route ID	Route Miles	Existing Land Use (Miles of Impact)			Future Land Use (Miles of Impact)			
			Low	Moderate	High	No Impact	Low	Moderate	High
Alt-3*	RTE-A5	34.9	32.6	0.7	1.6	3.0	29.5	2.4	
Alt-3	RTE-A6	34.9	32.2	0.7	2.0	3.2	29.0	2.7	
Proposed*	RTE-B5	31.2	30.5	0.7		1.3	27.6	2.3	
Proposed	RTE-B6	31.2	30.1	0.7	0.4	1.5	27.1	2.6	
Alt-1*	RTE-B7	31.1	30.4	0.7		1.3	27.0	2.8	
Alt-1	RTE-B8	31.1	30.0	0.7	0.4	1.5	26.7	2.9	
Alt-4	RTE-C2	32.8	30.9	0.4	1.5	2.2	25.1	5.5	
Alt-4*	RTE-C3	32.8	30.9	0.4	1.5	2.5	24.9	5.4	
Alt-2*	RTE-D3	30.2	29.7	0.4	0.1	0.9	26.9	2.4	
Alt-2	RTE-D4	30.2	29.7	0.4	0.1	0.7	27.1	2.4	

Note: Colors correspond to Exhibit A-5

* Located within SRP right-of-way

Impacts by Route

Future Visual Resources, and Scenic Quality

Existing Visual (Miles of Impact)			Future Visual (Miles of Impact)			Scenic Quality (Miles of Impact)			
Low	Moderate	High	Low	Moderate	High	No Impact	Low	Moderate	High
12.3	22.6		26.0	8.9		2.8	19.7	12.4	
12.3	22.6		25.9	9.0		2.6	19.8	12.5	
15.5	15.7		25.7	5.5		2.7	22.8	5.7	
15.5	15.7		25.6	5.6		2.5	22.9	5.8	
15.5	15.6		25.2	5.9		2.6	22.4	6.1	
15.5	15.6		25.1	6.0		2.4	22.5	6.2	
12.9	19.9		20.4	12.4		1.5	17.7	13.6	
12.9	19.9		20.5	12.3		1.7	17.6	13.5	
15.5	14.7		22.4	7.8		1.5	20.8	7.9	
15.5	14.7		22.3	7.9		1.3	20.9	8.0	

Environmental Con

CEC Route Identifier	Assessment Route Identifier	Total Miles	Land Use	Visual	Initial Environmental Ranking	Residential Issues
Alternative Route #3 (inside SRP ROW)	RTE-A5	34.9				- KB Home development visually impacted
Alternative Route #3 (outside SRP ROW)	RTE-A6	34.9				- Residential take(s) outside of SRP ROW Happy Valley corridor - KB Home development visually impacted
Proposed Route (inside SRP ROW)	RTE-B5	31.2				- KB Home development visually impacted
Proposed Route (outside SRP ROW)	RTE-B6	31.2				- Residential take(s) outside of SRP ROW Happy Valley corridor - KB Home development visually impacted
Alternative Route #1 (inside SRP ROW)	RTE-B7	31.1				- Existing and approved Dynamite Mountain Ranch development visually impacted
Alternative Route #1 (outside SRP ROW)	RTE-B8	31.1				- Residential take(s) outside of SRP ROW Happy Valley corridor - Existing and approved Dynamite Mountain Ranch development visually impacted
Alternative Route #4 (outside SRP ROW and north of the CAP)	RTE-C2	32.8				- Pyramid Heights development visually impacted - KB Home development visually impacted - Existing and approved Dynamite Mountain Ranch development visually impacted - Rural residential development along CAP I-17 visually impacted - Residential take(s) along CAP canal east
Alternative Route #4 (inside SRP ROW and north of the CAP)	RTE-C3	32.8				- Pyramid Heights development visually impacted - KB Home development visually impacted - Existing and approved Dynamite Mountain Ranch development visually impacted - Rural residential development along CAP I-17 visually impacted - Residential take(s) along CAP canal east
Alternative Route #2 (inside SRP ROW and north of the CAP)	RTE-D3	30.2				- Existing and approved Dynamite Mountain Ranch development visually impacted - Rural residential development along CAP I-17 visually impacted - Residential take(s) along CAP canal east
Alternative Route #2 (outside SRP ROW and north of the CAP)	RTE-D4	30.2				- Existing and approved Dynamite Mountain Ranch development visually impacted - Rural residential development along CAP I-17 visually impacted - Residential take(s) along CAP canal east

Levels of Environmental Compatibility



Highest ————— Lowest

Incompatibility Ranking

	Recreation Issues	Transportation Issues	Total Environment
1	<ul style="list-style-type: none"> - 1.6 miles of Ben Avery Regional Park crossed in two locations - 0.6 mile of Proposed Sonoran Preserve crossed outside of city designated utility corridor - 0.3 mile of Proposed Sonoran Preserve crossed within city designated utility corridor 	<ul style="list-style-type: none"> - 4 scenic corridors paralleled or crossed 	<ul style="list-style-type: none"> - Does not consolidate 8.1 miles of recently constructed 69kV line on the Joy Ranch Road alignment - Requires additional 8.2 miles of proposed 69kV line on the Dove Valley Road alignment
along 1	<ul style="list-style-type: none"> - 1.6 miles of Ben Avery Regional Park crossed in two locations - 0.6 mile of Proposed Sonoran Preserve crossed outside of city designated utility corridor - 0.3 mile of Proposed Sonoran Preserve crossed within city designated utility corridor 	<ul style="list-style-type: none"> - 4 scenic corridors paralleled or crossed 	<ul style="list-style-type: none"> - Does not consolidate 8.1 miles of recently constructed 69kV line on the Joy Ranch Road alignment - Requires additional 8.2 miles of proposed 69kV line on the Dove Valley Road alignment
1	<ul style="list-style-type: none"> - 0.7 mile of Proposed Sonoran Preserve crossed within city designated utility corridor 	<ul style="list-style-type: none"> - 3 scenic corridors paralleled or crossed 	<ul style="list-style-type: none"> - Consolidates 8.7 miles of proposed 69kV lines on Dove Valley Road and I-17
along 1	<ul style="list-style-type: none"> - 0.7 mile of Proposed Sonoran Preserve crossed within city designated utility corridor 	<ul style="list-style-type: none"> - 3 scenic corridors paralleled or crossed 	<ul style="list-style-type: none"> - Consolidates 8.7 miles of proposed 69kV lines on Dove Valley Road and I-17
in	<ul style="list-style-type: none"> - 0.7 mile of Proposed Sonoran Preserve crossed within city designated utility corridor 	<ul style="list-style-type: none"> - 3 scenic corridors paralleled or crossed 	<ul style="list-style-type: none"> - Consolidates 8.2 miles of proposed 69kV lines on Dove Valley Road
along in	<ul style="list-style-type: none"> - 0.7 mile of Proposed Sonoran Preserve crossed within city designated utility corridor 	<ul style="list-style-type: none"> - 3 scenic corridors paralleled or crossed 	<ul style="list-style-type: none"> - Consolidates 8.2 miles of proposed 69kV lines on Dove Valley Road
impacted 1 in ' east of of I-17	<ul style="list-style-type: none"> - 1.4 miles of Deems Hills Recreation Area crossed - 4.1 miles of Proposed Sonoran Preserve crossed outside of city designated utility corridor - 0.3 mile of Proposed Sonoran Preserve crossed within city designated utility corridor 	<ul style="list-style-type: none"> - 3 scenic corridors paralleled or crossed 	<ul style="list-style-type: none"> - Does not consolidate 4.0 miles of recently constructed 69kV line south of the CAP - Requires additional 7.0 miles of proposed 69kV line on the Dove Valley Road alignment
impacted 1 in ' east of of I-17	<ul style="list-style-type: none"> - 1.4 miles of Deems Hills Recreation Area crossed - 4.1 miles of Proposed Sonoran Preserve crossed outside of city designated utility corridor - 0.3 mile of Proposed Sonoran Preserve crossed within city designated utility corridor 	<ul style="list-style-type: none"> - 3 scenic corridors paralleled or crossed 	<ul style="list-style-type: none"> - Does not consolidate 4.0 miles of recently constructed 69kV line south of the CAP - Requires additional 7.0 miles of proposed 69kV line on the Dove Valley Road alignment
in ' east of of I-17	<ul style="list-style-type: none"> - 1.0 mile of Proposed Sonoran Preserve crossed outside of city designated utility corridor - 0.3 mile of Proposed Sonoran Preserve crossed within city designated utility corridor 	<ul style="list-style-type: none"> - 3 scenic corridors paralleled or crossed 	<ul style="list-style-type: none"> - Consolidates 8.2 miles of proposed 69kV lines on Dove Valley Road - Requires additional 2.8 miles of proposed 69kV line on I-17 and the Happy Valley corridor
in ' east of of I-17	<ul style="list-style-type: none"> - 1.0 mile of Proposed Sonoran Preserve crossed outside of city designated utility corridor - 0.3 mile of Proposed Sonoran Preserve crossed within city designated utility corridor 	<ul style="list-style-type: none"> - 3 scenic corridors paralleled or crossed 	<ul style="list-style-type: none"> - Requires additional 2.8 miles of proposed 69kV line on I-17 and the Happy Valley corridor

APS North Valley 2

Route Evaluation

CEC Route Identifier	Assessment Route Identifier	Total Miles	Environmental Rating
Alternative Route #3 (inside SRP ROW)	RTE-A5	34.9	Yellow
Alternative Route #3 (outside SRP ROW)	RTE-A6	34.9	Yellow
Proposed Route (inside SRP ROW)	RTE-B5	31.2	Green
Proposed Route (outside SRP ROW)	RTE-B6	31.2	Blue
Alternative Route #1 (inside SRP ROW)	RTE-B7	31.1	Green
Alternative Route #1 (outside SRP ROW)	RTE-B8	31.1	Blue
Alternative Route #4 (outside SRP ROW and north of the CAP)	RTE-C2	32.8	Yellow
Alternative Route #4 (inside SRP ROW and north of the CAP)	RTE-C3	32.8	Yellow
Alternative Route #2 (inside SRP ROW and north of the CAP)	RTE-D3	30.2	Blue
Alternative Route #2 (outside SRP ROW and north of the CAP)	RTE-D4	30.2	Blue

Levels of Compatibility



Highest ————— Lowest

30kV Siting Project valuation

Environmental Ranking	Project Construction	Jurisdictional Preference	Public Preference	Project Ranking
Yellow	Green	NO	YES	Yellow
Yellow	Blue	NO	YES	Yellow
Green	Green	YES	YES	Green
Blue	Blue	YES	YES	Green
Green	Green	YES	YES	Green
Blue	Blue	YES	YES	Green
Yellow	Yellow	NO	NO	Yellow
Yellow	Yellow	NO	NO	Yellow
Blue	Yellow	NO	NO	Blue
Blue	Yellow	NO	NO	Blue